B. P. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY,
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & CO., LIMITED, General Managers.

NEW SERIES No. 1802. 日七廿月二年七十二緒光 MONDAY, APRIL 15, 1901. 一拜禮 號五十月四英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,130,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong 21st November, 1900. [11

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £525,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
p. Manager.

Hongkong, 16th October, 1900. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,000,000
Silver Reserve .....$ 3,000,000 }
RESERVE LIABILITY OF PROP'TORS. $10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.
A. Haupt, Esq.
D. M. Moses, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq. | H. W. Slade, Esq.
R. L. Richardson, Esq. | H. E. Tomkins, Esq.
P. Sachse, Esq. | Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 9th April, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.00 ⅌ Cask of 375 lbs. Net ex Factory.
$3.00 ⅌ Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [10

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(:o:)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
MARSEILLES and LONDON	*Candia*	A. W. Symes, R.N.R.	10 A.M., 18th April.	Freight only.
S'HAI & JAPAN	*Ceylon*	W. Hayward, R.N.R.	About 20th April	Freight or Passage.
SHANGHAI	*Ballaarat*		About 27th April	Freight or Passage.
LONDON	*Canton*	C. F. Lockstone, R.N.R.	About 18th May	Freight or Passage.

PASSENGER SEASON, 1901.

S.S. "SOBRAON"* ...7,382 tons.....April - 27th ..... { MARSEILLES and LONDON (Direct). WITHOUT TRANSHIPMENT.

* (See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 15th April, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

:o:

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*KONIG ALBERT**	WEDNESDAY, 17th April.
PRINZESS IRENE	WEDNESDAY, 1st May.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

* Calling at AMSTERDAM.

ON WEDNESDAY, the 17th day of April, 1901, at NOON, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Captain O. Cüppers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 16th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 3rd April, 1901. [22

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [16

F. O. S.
A VERY OLD MELLOW WHISKY
$15 PER DOZEN.
CLUB
THE BEST SODA WHISKY ON THE MARKET $12 PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 9th April, 1901. [20

Intimations.

BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c

BOVRIL

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

:o:

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.
17] DODWELL & CO., LIMITED, General Managers.

FAMOUS DEVONSHIRE LIQUEURS.

Telephone No. 75.

SLOE GIN. ORANGE GIN.
'PEDLAR' BRAND.
GINS,
ERVEN LUCAS BOL'S VERY OLD GENEVA GIN,
(*Great Speciality*).
Acknowledged to be the finest GENEVA GIN produced.
In cases of 1 doz. Stone Cruchons.
NOLET'S GENEVA.
Equal to any square bottle GENEVA on sale in the Far East.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 15th April, 1901. [15

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.
12th October, 1898. [21

THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the General Agents, No. 14, Des Vœux Road, Hongkong, on THURSDAY, the 18th day of April, at NOON, when the SUBJOINED RESOLUTION, which was passed at the Extraordinary General Meeting of the Company held the 3rd day of April, 1901, will be submitted for confirmation as a SPECIAL RESOLUTION:—
"That the Company be wound up "Voluntarily and that Max Bennecke, the "Business Manager of the Company in "New South Wales, be and he is hereby "appointed Liquidator for the purposes of "such winding up."
By Order of the Board of Directors,
LÜTGENS, EINSTMANN & CO.,
General Agents.
Hongkong, 8th April, 1901. [402c

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—
Series V 49, 1 to 1,000 of $1 (One Dollar) each.
Series Z 49, 1 to 1,000 of $1 (One Dollar) each.
The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.
By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAGUE,
Acting Manager.
Hongkong, 26th February, 1901. [261c

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, Particulars of which may be seen at the OFFICE of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th February, 1901. [206c

LECTURE AT CITY HALL.

MR. ALEXANDER MICHIE has kindly consented to deliver an Address on "MISSIONS," in the ST. ANDREW'S HALL, CITY HALL, TO-MORROW, the 16th instant, at 5.15 P.M.
His Excellency the Governor has kindly consented to take the Chair.
Ladies and Members of the Public are invited.
HENRY E. POLLOCK,
Hon. Secretary,
Hongkong Odd Volumes Society.
Hongkong, 12th April, 1901. [419c

NOTICE.

MR. C. P. CHATER invites the Owners and Agents of Lots on the Praya fronting the Sea situate in the Wanchai District, from ARSENAL STREET to CAUSEWAY BAY, to meet him at the Chamber of Commerce Room in the CITY HALL, on WEDNESDAY, the 17th April, at 3 P.M., to consider the proposals embodied in his correspondence with the Government recently published for a Reclamation of the foreshore within the limits above mentioned, and to pass a *Resolution on the subject.
Hongkong, 10th April, 1901. [413c

NOTICE.

REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COMPRADORE. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of $100,000. Apply in writing to
Messrs. JOHNSON, STOKES and MASTER,
12, Queen's Road, Central.
Hongkong, 15th February, 1901. [207c

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [124c

Entertainment.

THEATRE ROYAL,
CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.
Representative—Mr. ALAN HAMILTON.

TO-MORROW,
(TUESDAY), APRIL 16TH.

THE
BROUGH COMEDY CO.
BROUGH COMEDY CO.
BROUGH COMEDY CO.

Mrs. BROUGH.
Miss Temple. Miss Ada Rochfort.
Miss Grace Noble. Miss Gillies Brown.
Miss Bessie Thompson. Miss De Courcy.
Miss Evelyn Matheze.

Mr. BROUGH.
Mr. W. T. Lovell. Mr. H. Grattan.
Mr. Reg. Dartley. Mr. M. Majeroni.
Mr. Leslie Victor. Mr. G. McMahon.
Mr. McIntyre. Mr. Hards.
Mr. P. Brough.

TUESDAY AND WEDNESDAY,
April 16th and 17th,
FIRST PRODUCTION IN HONGKONG
OF THE
"TYRANNY OF TEARS"
"TYRANNY OF TEARS"
"TYRANNY OF TEARS"
A Comedy in Four Acts, by C. HADDON CHAMBERS.

THURSDAY AND FRIDAY,
April 18th and 19th.
FIRST PRODUCTION IN HONGKONG
OF
"THE LIARS"
"THE LIARS"
"THE LIARS"
An Original Comedy in Four Acts, by HENRY ARTHUR JONES.

SATURDAY AND MONDAY,
April 20th and 22nd,
FIRST PRODUCTION IN HONGKONG
OF
"THE GAY LORD QUEX"
"THE GAY LORD QUEX"
"THE GAY LORD QUEX"
An Original play in Four Acts, by ARTHUR W. PINERO.

The Box plans for the First SIX PERFORMANCES will be on view at The ROBINSON PIANO Co. on WEDNESDAY Next, April 10th.

PRICES AS USUAL.
Boxes $15.00
Dress Circles and Stalls 3.00
Pit 2.00
Back Seats 1.00
Doors open 8.30 Curtain 9 P.M.
Carriages 11.30.
Hongkong, 8th April, 1901. [404c

Notice of Firm.

NOTICE.

MR. J. WACKER and Mr. L. GLISSMANN have been authorized to SIGN our Firm by Procuration from This Date.
CARLOWITZ & CO.
Hongkong and Canton,
11th April, 1901. [418c

To be Let.

TO LET.

"WOODLANDS WEST," No. 9, SEYMOUR ROAD.
Apply to
"S.B."
C/o This Office.
Hongkong, 13th March, 1901. [322c

TO LET.

A HOUSE in RIPON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th March, 1061 [209c

TO LET.

NOS. 2 and 5, RICHMOND TERRACE, Immediate Possession.
Apply to
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st April, 1001 [175c

TO LET.
POSSESSION APRIL 1ST.

1, STEWART TERRACE.
Apply to
J. W. NOBLE.
Hongkong, 6th March, 1901. [297c

WANTED.

A EUROPEAN or EURASIAN MATRON is required to take CHARGE of the FEDERAL HOME for Chinese Women and Girls and Others, KUALA LUMPOR, SELANGOR. Salary $60 a month. Unfurnished Quarters are provided. The Qualifications required are a knowledge of colloquial Cantonese or Malay. Applications accompanied by References or Testimonials to character should be forwarded to the SECRETARY FOR CHINESE AFFAIRS, KUALA LUMPOR.
OLIVER MARKS,
Ag. Secretary to Resident-General,
Federated Malay States.
Kuala Lumpor,
Selangor, 19th March, 1901. [361c

To-day's Advertisements.

GOVERNMENT NOTIFICATION.
No. 214.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 22nd day of April, 1901, at 3 P.M., are published for general information.

By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 6th April, 1901. [429c

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 22nd day of April, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Pok-fu-lam Conduit Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.	*	$	$
1.	Inland Lot No. 1,674.	Pok-fu-lam Conduit Road.	215	312	200	135	46,200	318	5,544

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on FRIDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 15th April, 1901. [424c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 15th April, 1901. [226c

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE—HAMBURG.)
FOR NEW YORK VIA SUEZ CANAL.
(With Liberty to call at MANILA.)

THE Full-powered Steamship

"ASTURIA,"

Captain Ostermann, will be despatched as above on or about SATURDAY, the 4th May.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 15th April, 1901. [425c

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 15th April, 1901. [426c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"TRIESTE"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 20th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 15th April, 1901. [428c

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th April, 1901. [4

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 16th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 15th April, 1901. [423c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG,"

Captain Bathurst, will be despatched for the above Port, TO-MORROW, the 16th instant, at 4 P.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 15th April, 1901. [427c

Intimations.

EYE-SIGHT.

MR. N. LAZARUS,
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b

A. S. WATSON & Co.,
LIMITED.

WATSON'S
HYGIENOL.
(Registered).

A POWERFUL DISINFECTANT, GERMICIDE, ANTISEPTIC AND DEODORISER.

RECOMMENDED BY THE MEDICAL PROFESSION.

CHEAP, HARMLESS CONVENIENT AND EFFECTIVE.

This DISINFECTANT possesses all the good properties of Carbolic Acid, but is IMMENSELY SUPERIOR in being NON-POISONOUS—even in its concentrated form, thus avoiding risk of accident—and in the facility with which it mixes with COLD WATER in any proportion. In its diluted state it will not injure, stain, or corrode the person, metals, furniture, cotton, linen, or woollen fabrics.

WATSON'S
PURE CARBOLIC
SOAPS

will be found most efficacious for the *prevention of contagious diseases of all kinds.*

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 15, 1901.

NOTES AND COMMENTS.

The Food Supply Commission.

In another column will be found the report of the Food Supply Commission as published in Saturday's *Gazette*. The members of the Commission state that their inquiries have failed to suggest any practical remedies of real value, but still we think that the suggestions made by them are well worth consideration by the Government and should be carried out.

With regard to the meat trade it is little less than a scandal that the whole supply is in the hands of two men supported by a syndicate, and so long as this state of affairs continues we do not think that it will be reasonable to hope for a reduction in the price of this very necessary article of diet. Piracy has no doubt a great deal to do with the increased price of meat, for the fact that piracy is ramptant in the districts from which cattle are drawn has been known for some time past. The pirates and brigands either demand large sums from the drovers and owners of the cattle to ensure a safe conduct through their districts, or they waylay the men on their return and rob them of the money received for their cattle. Even the silk trade has been seriously interfered with from the same cause, the Canton importers fearing to send the money for their purchases up country and the growers fearing to send their silk to Canton, owing to the very unsettled state of the country. Still, from a perusal of para 6 of the report, it is very evident that a great deal of rascality is practised by this meat syndicate, for we are told that the two men examined were manifestly prevaricating and concealing the truth during the whole course of their examination. It is a thousand pities that they were not promptly dealt with for wilful perjury.

Rents have undoubtedly a great influence on the prices of all foodstuffs, and more especially upon those which are cheapest, for a rise in rent to a man who does but a small business in fresh vegetables means much more than a similar rise to the man who deals largely in something of a more expensive nature. The opening up of new building sites and the laying of tramways and the general improvement of the means of communication will do much to obviate this, but one must not forget that there is the opposition of those who are reaping a golden harvest from the present state of affairs to be first overcome. Then, too, we have a larger fleet and garrison to feed than we had a few years ago and we have to export a considerably a larger amount of fresh food stuffs to Manila to supply the wants of the American troops. This sudden increase in demand has certainly had a great effect upon prices, for it is hardly reasonable to suppose that the productiveness of the surrounding country has as suddenly increased in like ratio. If we could but do away with the Americans at Manila and dispense with our increased garrison and fleet matters would right themselves to a great extent, but that would be cutting our own throats with a vengeance.

We believe that the real root of the matter lies in the fact that the Colony is not self-supporting in the matter of fresh food stuffs. Until the acquisition of the New Territory, such a state of affairs was out of the question, but now that this large increase in our territory has been made there is ample room for us to grow all that we require. Of course the inhabitants of the New Territory cannot be expected to take the initiative without encouragement. For hundred of years they have been content to grow their own rice and a few vegetables for their own consumption and it is hardly reasonable to suppose that they will at once depart from the old order of things. That they are ready to do so when encouraged is certain, for since the acquisition of the Hinterland, vegetables for the Hongkong market are being grown in several localities which hitherto only grew articles for home consumption.

Why does not the Government take the matter in hand and establish a few small market gardens and farms here and there throughout the New Territory? We would be inclined to go further than the suggestion of the Commission and have these experimental gardens and farms quite separate from the Police Department. A policeman is not necessarily a skilled horticulturalist, and we fear that if the Police Stations were made the centres from which advice and a certain amount of control were to be exercised over producers the suspicion of the natives would be aroused and would tend to render the scheme less successful than might otherwise be the case. Why not have a special man appointed for the work under the Botanical Department and let him have a free hand in the distribution of seeds etc., throughout the new Territory? Let any experimental gardens and farms started be under his control, and we fancy the affair would prove a success.

The suggestion made by the Commission anent the encouragement of cattle breeding is good. There are thousands of acres waiting to be stocked, just across the hills at the back of Kowloon City, and once the villagers found that they were assisted to obtain cattle and were encouraged to bring them to market here and so make a good profit, we believe that they would readily take up the matter.

But before anything of the sort can be done we require good communication. Let the Government establish a good ferry service between different points in the New Territory and Hongkong. It will probably involve a loss at first, but so soon as the villagers have learnt to appreciate the fact that the ferry offers a cheap and ready means by which their produce may be brought to market they will rise to the occasion and within a very short time the ferry service would be a self-supporting concern. If we want cheap fresh food stuffs we must take steps to render ourselves independent of outside contributions and this cannot be done unless the matter is seriously taken in hand.

REUTER'S TELEGRAMS.

THE PEACE NEGOTIATIONS.

LONDON, April 12th.

No further news has been received regarding Commandant Botha's renewed negotiations for peace. It is understood that telegrams in connection therewith are being censorized.

THE WHITE FLAG.

An Army Order, issued from the War Office, directs that any officer or soldier raising the white flag in the presence of the enemy, shall be court-martialled.

LATER.

BRITISH SOUTH AFRICA.

BETHUNE'S SUCCESSFUL.

Bethune's mounted force, after two hours' hard fighting near Doornkloof, captured eighty prisoners, including the Boer commandant and an Artillery officer, also eight waggons.

THE ROYAL TOUR.

THE "OPHIR" ARRIVES AT COLOMBO.

The *Ophir* has arrived at Colombo.

THE TRANSVAAL.

CIVIL ADMINISTRATION PROCLAIMED.

Civil administration was proclaimed in the Transvaal on the 10th instant.

WEATHER REPORT.

The Observatory report says:—

On the 14th at 12.5 p.m. the barometer has fallen generally, except over the N.E. coast of China. The depression has probably reached the neighbourhood of W. Japan. Gradients slight with variable winds on the China coast, and in the N. part of the China Sea. Forecast:—Varying winds, light; fair, but fog or mist at night.

On the 15th at 11.50 a.m. the barometer is rising on the China coast, falling over the Sea of Japan. The depression probably still lies near W. Japan. Gradients slight with variable winds on the China coast, and in the N. part of the China Sea. Forecast:—Varying winds, light or moderate; unsettled, probably some rain.

LOCAL AND GENERAL.

THE Singapore Race Meeting takes place on the 21st, 23rd and 25th of May next.

THE U.S.S. *Isla de Luzon* and the U.S.S. *Yorktown*, now in dock will probably leave for the Philippines in a few weeks.

H.M.S. *Goliath* and H.M.S. *Handy* left to-day for Shanghai. It is expected that H.M.S. *Ocean* will leave for the same port about the 19th inst.

THE appointment of Second Lieutenant Arthur Blake, 1st East Yorkshire Regiment, to be A.D.C. to H.E. the Governor is notified in the *Gazette*.

A MEETING took place to-day at 4 p.m. for the qualified ratepayers to elect members to the Sanitary Board. A report of the proceedings will appear to-morrow.

A EUROPEAN or Eurasian matron for the Federal Home for Chinese Women and Girls, at Kuala Lumpur, Selangor, is required, *vide* advertisement appearing elsewhere.

WITH regard to the lecture to be delivered by Mr. Michie, to-morrow evening, as announced in our advertising columns, we are requested to state that the lecturer will deal with "The Political Obstacles to Missionary Success in China."

THE Mother Superior of the Italian Convent desires to acknowledge with thanks the following sums received for the extension of the Convent:—

Nicolas Post, Esq. $200
C. Klingemann, Esq. (from Japan) 25

THE *Morning Leader* says that the Coronation of King Edward VII and his Queen Consort, has been definetely fixed for the early part of May, 1902. Queen Victoria was crowned almost exactly a year after the death of William IV., but in that case the expiration of the period of mourning came in the summer.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ld.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

THE returns of the number of visitors to the City Hall Library and Museum for the week ended 14th April are:—

	Library.	Museum.
Non-Chinese	303	140
Chinese	83	1,614
Totals.....	386	1,754

WE learn that, as the lease of McGregor Barracks will shortly expire, the Asiatic Artillery are to be shifted to Kowloon and accommodated there under canvas. New barracks are very badly wanted in the Colony and, if our garrison is to be maintained at its present strength, the sooner the Authorities commence building operations the better.

THE *Kobe Herald* of the 1st inst. points out it is a mistake to think that Japan is incapable of going to war owing to her financial embarrassment. The Japanese Government holds reserves in the shape of actual cash and securities easily realisable, amounting to about 150,000,000 yen; it has enormous stores of grain, and a very large supply of munitions of war.

THE large matshed erected by the Ferry Co. on Pedder's Wharf is a vast improvement upon the old and very inadequate shelter of former times, convering as it does the whole of the wharf. We are rather dubious, however, as to the strength of the structure and shall not be surprised to see the whole affair taking flight into the harbour with the advent of the first gale.

THE Imperial Savings Bank was surprised the other day by receiving an application to deposit a few thousand yen for fifty years, says the *Nagasaki Press*. It was actually accompanied by cash. The Bank directors suspecting their would-be customer to be a crank, caused investigations to be made; but nothing confirming that suspicion was discovered. Meanwhile the applicant further prolonged the term to 10,000 years! The management finally agreed to take the deposit, on the understanding that neither the principal nor interest is to be withdrawn during the stipulated period.

MR. LAMBERT ON LIQUID FUEL.

On Saturday evening Mr. John Lambert, Superintending Engineer of the Cosmopolitan Dock, read an extremely interesting and instructive paper on "Liquid Fuel and it's uses as a propelling power," before the Institution of Engineers and Shipbuilders of Hongkong. The chair was taken by Mr. R. Cooke, who introduced Mr. Lambert.

The lecturer commenced by saying, "I wish to deal more with the mechanical uses than with the chemical composition of the fuel and its gases, and in so doing have to rely not only on what practical experience I have had in that branch of engineering, but also on information collected by study, and information gathered from engineers with whom I have come into contact, who have been able to give me any experiences on the subject; nor do I wish to extol the advantages of the use of liquid fuel, without considering the disadvantages or the difficulties encountered thereby. However, I venture to hope that the small amount of information collected may not be without some interest to the members of this Institution, and may at all events form the basis of a profitable and interesting discussion.

"It is only within the last few years that liquid fuel has come within the province of British engineers, owing to the fact that hitherto it has only been practically obtainable in the vicinity of the Caspian Sea at such a price that rendered it commercially impossible. Within the last few years, however, a considerable change has taken place. New oil fields have been discovered, and the number of places on the eastern route at which liquid fuel can be obtained has increased so enormously that engineers and shipbuilders are turning their attention to the possibilities of this kind of fuel becoming profitable, and for shipowners to consider whether it is not an economy to use it if not in preference to, at least in conjunction with coal in vessels trading eastward.

"Liquid fuel is by no means a new suggestion. It is quite a generation ago since it was first thought posssible to use liquid fuel instead of coal for the propulsion of ships, but there have hitherto been two drawbacks. First there has been no regular supply of fuel, then the want of suitable appliances for injecting the oil into the furnaces was so serious as to make it impossible to use it on board ships. As regards the first the difficulty is disappearing now that the new oil fields have proved so extensive, and that large storage tanks of four and five thousand tons capacity have been erected at all stopping stations from Port Said to Japan.

"The second objection, however, is not disappearing so quickly, although great improvement is being made in the apparatus for injecting the oil into the furnaces, still there is room for a greater improvement in this respect, as the best burners of to-day are only slight modifications of a burner used in 1874. That seems to have been the simplest pattern of the sprayer class of burners and the foundation of all recent ones.

"Before going into the details of the different kinds of injectors I will point out the advantages of the use of liquid fuel could the ideal of perfection be obtained, but which I do not consider has get been reached; still they are on the way to that result with the experiments and practical results that some of our interested engineers and shipbuilders are from time to time obtaining. Allowing that a complete combustion is obtained and which is, quite impossible, that the flame is so distributed that no injurious effects are transmitted to the plates of the boiler, and that the fuel is carried in well-constructed tanks so that any leakage is out of the question, then I think the following would be some of the advantages of liquid fuel as used on steamships:—

(1) No lost heat, no smoke or soot.

(2) No ashes or clinkers, and consequently no fires to clean, with the accompanying loss of heat and drop in the steam pressure—the steam pressure being maintained at one point throughout the voyage.

(3) The boiler tubes are always free from soot, and clean, and therefore always in the best condition for transmitting the heat from gases passing through them to the water of the boiler.

(4) The admission of air to the furnaces being under complete control, and the furnace fuel being burnt in fine particles in close contact with the oxygen of the air, only a very small excess of air above that actually necessary for the complete combustion of the fuel is required. With coal, in order to ensure as much heat as possible, a very much larger excess of air is required."

(*To be continued.*)

ROYAL ENGINEER VARIETY CLUB.

The above Club gave a very enjoyable entertainment at the Royal Engineer's Theatre, Wellington Barracks, on Saturday evening.—The picturesque little theatre was crowded with a most appreciative audience, who from start to finish hadn't a dull moment.

The first part of the programme opened with a march "The Palace Guard," played by the orchestra and was followed by a succession of songs which were admirably rendered by such old favourites, as S. Sergt. H. A. Ward, R.A.M.C., who proved himself again a true comedien.—Pte. I. Byles, R.A.M.C., whose singing of "I wonder if the Old Folks think of me?" showed his powerful voice to great advantage; S. Sergt. Burnett caused roars of laughter by his quaint rendering of "Wages,"—and Sapr. W. J. Dockree, R. E., Ar. Sgt. Viggon and Sergt. G. Simmers, R.E. all well deserved the hearty applause they received. The first part terminated with a sketch, and was followed by Part II, which again gave us the pleasure of listening to the artists who had proved themselves so capable in the previous part. The whole programme concluded with an excellent performance of the sketch entitled "An unfinished Gentleman."

Special mention must be made of the most artistic scenery by Lce-Corpl. Wilmshurst R. E. who also deserves praise for the able manner in which he performed the duties of stage-manager. Another performence is to be given to-night, when there will probably be a change of programme.

QUARANTINE.

We have received the following letter for publication:—

Hongkong General Chamber of Commerce,
13th April, 1901.

Dear Sir,—I beg to inform you that this Chamber learns from the Government that the Venice Sanitary Convention Regulations are being imposed at all ports in the Madras Presidency against arrivals from Sainan, Formosa, and from Hongkong: also that the Bengal Government are strictly imposing these regulations in the port of Chittagong against vessels arriving from Hongkong.

I am, dear Sir,
Yours faithfully,
R. CHATTERTON WILCOX.

THE FOOD SUPPLY COMMISSION.

The following is the report of the above Commission as published in the *Gazette*:—

REPORT BY THE UNDERSIGNED, MEMBERS OF THE FOOD COMMISSION APPOINTED 19TH MAY, 1900.

(1.) A number of meetings were held, witnesses examined, and a mass of information obtained from Steamship Lines, Hotels, The Gaol, The Government Civil Hospital, Military Authorities, and other sources.

(2.) An advertisement asking information from householders was inserted in the local Papers, to which 8 persons (ladies) replied.

(3.) The following table shows the percentage of rise in the wholesale and retail prices in 5 years:—

Articles.	*Wholesale.*	*Retail*
Bread, ...	—	20 per cent.
Fish, ...	13 per cent.	50 "
Beef, ...	33 "	33 "
Mutton, ...	25 "	45 "
Eggs, ...	50 "	80 "
Fowls, ...	45 "	40 "
Ducks, ...	50 "	50 "
Potatoes, ...	25 "	—
Firewood, ...	90 "	95 "
Ground Nut Oil,	110 "	100 "
Rice	33 "	33 "

(4.) Beyond natural fluctuations of supply and demand, the main causes of this increase have been:—

(*a.*) Depreciation of Silver.
(*b.*) Increased Cost of Rice.
(*c.*) West River Piracy.
(*d.*) Increased Rents.
(*e.*) Enforcement of Sanitary Laws.

(5.) The augmentation of the Military and Naval forces in Hongkong and Manila has contributed towards a rise in certain commodities, as the sources of supply are limited and take time to accommodate themselves to the increased demands.

(6.) Whilst it is difficult by means of direct evidence to prove that a combination exists with the object of keeping up the price of meat, the fact that practically the whole supply is in the hands of two men, who acknowledge being supported by a syndicate, and from whom other market butchers buy, must tend to crush other individual effort and enterprise, give them a monopoly, and enable them to regulate prices as they please. The fact also that the two individuals put forward as owners of this large business in a trade which has a world-wide reputation for being most lucrative, swore they have been losing money in it during three consecutive years, and that during the whole course of their examination they were manifestly prevaricating and concealing the truth, makes all evidence on this point most unreliable.

(7.) We consider that Market rents are not excessive (except in particularly choice situations) and have not contributed to the increase.

At the same time we regard rents as a tax on food, and think they should be kept as low as possible.

(8.) Our enquiries have failed to suggest any practical remedies of real value, and, bearing in mind the many objections there are to legislative interference in trade affairs, we can only make the following recommendations:—

(*a.*) That increased Market accommodation be provided and meanwhile, in order to relieve pressure on existing Markets, that fruit and vegetables be sold outside in licensed shops.

(*b.*) That Markets be used for the sale of perishable food only, Biscuits, Hams, Tinned Meat, Jams and such like stores should not be sold in Markets, as the letting of stalls for such purposes tends to crowd out the legitimate vendors of fresh produce.

(*c.*) That further endeavours be made to stamp out piracy.

(*d.*) The cheapening of rents by opening now building areas with means of conveyance by tramways and ferries.

(*e.*) The reduction of Market rents to such level as will provide just sufficient funds to cover interest on capital and working expenses. Markets should not be a source of profit.

(*f.*) The encouragement of foreign ladies to make their own purchases by having the Markets kept clean and by clearing the passages of loafers.

(9.) We recommend that an attempt be made to encourage the villagers of the New Territory to breed cattle by providing them with funds for the purchase of stock (to be repaid when the animal is brought to market) or with heifers from a Government stockyard.

(10.) We also recommend that an attempt be made to induce them to grow vegetables and rear poultry, and suggest that attached to each Police Station should be a European gardener whose business, assisted by Chinese, it would be to cultivate vegetables as an object lesson to surrounding natives and to provide them with seed imported by Government.

(11.) We specially recommend that trials be made in the New Territory (Shatin Valley for instance) in growing Potatoes.

The best Potatoes sold in Hongkong are those grown at Macao, and it does not appear unreasonable to suppose that what will grow near Macao will grow equally well in the New Territory.

(12.) We desire to state in conclusion that the delay in the publication of the Food Commission Report has been due to the Chairman of the Commission being unable to afford the time for the prosecution of the enquiry and the preparation of the Report.

EDWARD OSBORNE.
A. M. MARSHALL.
F. MAITLAND.
FUNG WA CHUN.
WILLIAM HARTIGAN.

Hongkong, 18th December, 1900.

CORRESPONDENCE.

THE COMMISSION TO THE COLONIAL SECRETARY.

Hongkong, 18th December, 1900.

Sir,—We have the honour to enclose herewith our Report as Members of the Food Commission together with a copy of a letter we have addressed to its Chairman Mr. J. J. Francis, Q.C.

We have the honour to be, Sir,
Your most obedient servants,
EDWARD OSBORNE.
A. M. MARSHALL.
F. MAITLAND.
FUNG WA CHUN.
WILLIAM HARTIGAN.

To the Honourable J. H. Stewart Lockhart, C.M.G., Colonial Secretary, Hongkong.

THE COMMISSION TO THE CHAIRMAN.

Hongkong, 18th December, 1900.

Dear Sir,—Understanding that you will not be able to prepare the Food Commission Report for some time yet, we have forwarded our Report to Government (as per enclosed copy) as we do not wish to be parties to any further delay in the matter and desire that, as far as we are concerned, the Commission

Yours truly,
EDWARD OSBORNE.
A. M. MARSHALL.
F. MAITLAND.
FUNG WA CHUN.
WILLIAM HARTIGAN.

J. J. Francis, Esq., Q.C., Chairman, Food Commission.

THE CHAIRMAN TO THE COLONIAL SECRETARY.

Hongkong, 20th December, 1900.

Sir,—I have, within the last hour, received from Messrs. Osborne, Marshall, Maitland, Fung Wah Chun and Hartigan, Members of the Food Supply Commission of which I have the honour to be Chairman, a copy of a report signed by them and sent in to you with a covering letter dated the 18th instant, of which they also sent me a copy. I received from them at the same time a joint letter addressed to myself, of which it appears they have also sent you a copy.

I have no objection to make to the report they have sent in to you on the subject-matter of the inquiry. It embodies in brief the conclusions at which we unanimously arrived. I should have had very much pleasure in signing it if they had asked me to do so.

I only wish to correct one trifling mistake in the last paragraph which runs as follows:—

"(12) We desire to state, in conclusion, "that the delay in the publication of "the Food Commission Report has been "due to the Chairman of the Commission "being unable to afford time for the "prosecution of the enquiry and the "preparation of the Report."

There was no delay in the prosecution of the inquiry. The members were unable to sit for more than two days in the week for a couple of hours each day and the taking of evidence was proceeded with with all due diligence and was completed in July last. The delay has been in the preparation of the draft report, and I regret to say, that my time was so fully occupied with my own business that I could not get it completed in time to satisfy the impatience of my colleagues. I am unable myself to see that there was any very great urgency. I was preparing a very full and detailed report, two-thirds of which had been completed and approved by Mr. Marshall, to whom I sent it a short time ago, with a request that he would, as I was so full of work, finish it for me, he being fully acquainted with my views and concurring in them.

Instead of doing so, a meeting of the other members of the Commission was held, to which I was not summoned, and the report prepared which has been sent to you.

I probably ought not to have accepted the appointment as a Member or Chairman of the Commission knowing how fully occupied I am in my profession at all times. If I have put the Government to any inconvenience by so doing I apologize to the Government and to the public.

I have the honour to be, Sir,
Your most obedient servant,
JNO. J. FRANCIS.

The Honourable The Colonial Secretary, &c., &c.

THE COLONIAL SECRETARY TO THE CHAIRMAN.

Colonial Secretary's Office,
Hongkong, 27th December, 1900.

Sir,—In reply to your letter of the 20th inst., I am directed by His Excellency the Governor to send you the enclosed report of the Members of the Food Commission and to request that, in accordance with the terms of the Commission issued to you, all the evidence taken before the Commission may be forwarded to me by you as its Chairman.

I have the honour to be, Sir,
Your most obedient servant,
J. H. STEWART LOCKHART,
Colonial Secretary.

J. J. Francis, Esq., Q.C.

THE CHAIRMAN TO THE COLONIAL SECRETARY.

Hongkong, 2nd January, 1901.

Sir,—I have the honour to acknowledge receipt of your letter No. 2319 of the 27th December last, forwarding me copy report of Members of the Food Commission and requesting me to forward all the evidence taken by the Commission.

I beg to hand you herewith all the papers and correspondence connected with the proceedings of the Food Supply Commission.

1. The Commission.
2. Correspondence.
3. Notes of Evidence.
4. Minutes of Meetings.
5. Draft Report as prepared by me, but not completed.

I have also to hand you Mr. Jabez Potts' memo. of fees due him for his services as short-hand writer to the Commission. Will you be so good as to let him have a cheque for the amount $206.80.

I have the honour to be, Sir,
Your most obedient humble servant,
JNO. J. FRANCIS.

The Honourable The Colonial Secretary, &c., &c.

THE COLONIAL SECRETARY TO THE CHAIRMAN.

Colonial Secretary's Office,
Hongkong, 9th January, 1901.

Sir,—With reference to your letter of the 2nd instant, forwarding papers and correspondence connected with the proceedings of the Food Supply Commission, I am directed to inform you that what His Excellency requires is a verbatim record of question and answer given in evidence, in accordance with the mandate of the Commission, without which the Report would be useless.

2. This was directed in the Commission and is what His Excellency asked for. I am to return the draft Report, which is incomplete, as several blanks are left for figures. I presume these figures are given in the evidence upon which the report is assumed to be made.

I have the honour to be, Sir,
Your most obedient servant,
J. H. STEWART LOCKHART,
Colonial Secretary.

J. J. Francis, Esq., Q.C.

THE CHAIRMAN TO THE COLONIAL SECRETARY.

Hongkong, 17th January, 1901.

Sir,—I have the honour to state, for the information of His Excellency the Governor, in reply to your letter No. 50 of the 9th January, that is impossible for me to supply a verbatim record of question and answer given in evidence before the Food Supply Commission as that method of taking evidence was not adopted by the Commission.

The evidence taken was recorded in the usual fashion in which it is taken by all Judges and Magistrates, and in legal proceedings generally, and no special instructions were given me, or are contained in the Commission requiring the evidence to be taken down by question and answer.

All the evidence taken has been forwarded to you.

I have the honour to be, Sir,
Your most obedient servant,
J. J. FRANCIS.

To the Honourable the Colonial Secretary, Hongkong.

FIRES IN HONGKONG.

The Report of the Superintendent of the Fire Brigade for 1900 is published in the *Gazette*, from which we cull the following:—

There were fifty-one fires and seventy-four incipient fires during the year, the Brigade turning out sixty-one times.

On 1st January, 1900, the Nam Pak Hong Fire Brigade was re-organized and placed under the immediate supervision of the officers of the Government Fire Brigade. They now maintain, at their own cost, six trained firemen and two of the Government fire reside in the Station House to be ready to turn out immediately on an alarm being given.

A prosecution for arson is proceeding in the case of the fire at No. 235 Queen's Road West on 20th December last, which resulted in the destruction of two buildings and the partial destruction of another, the damage being estimated at $20,000.

The Brigade possesses five steam fire-engines by Shand and Mason, which have seen three, fourteen, nineteen, twenty-one and twenty-three years service respectively and as the engines are all in good serviceable condition it speaks well for the makers.

The following list shows the number of fires for the last ten years with the estimated amount of damage done:—

Year.	No. of Fires.	Damage.
1890	16	$203,600.00
1891	8	32,100.00
1892	16	75,550.00
1893	36	208,210.00
1894	29	323,650.00
1895	35	297,980.00
1896	30	105,595.00
1897	26	177,150.00
1898	16	35,001.74
1899	31	829,814.00
1900	51	130,509.73

The estimated damage done by the seventy-four incipient fires during 1900 amounted to $729.10.

AT THE MAGISTRACY.

A LICENCE COSTS LESS.

On Saturday, Mr. and Mrs. Marr, restaurant keepers, 17 Queen's Road, appeared before Mr. Kemp for keeping a restaurant without a licence. Mr. Reece defended. The arrests were made by a party of police under Sergeant Garrod and Inspector Collett. The defendants were find $50 each.

* * *

A $3 BLOW.

An overseer of the Public Works Department was fined $3 and bound over in a personal security of $25 to keep the peace for three months, for hitting a Chinaman.

* * *

OPIUM CASES.

U Tsung was fined $14 for having in his possession seven mace of prepared opium without a valid certificate.

* * *

Lam Hing Po had in his possession one tael and five mace of prepared opium and was given one months' hard labour by Mr. Hazeland.

* * *

Cheung Fuk was fined $3 for being the possessor of two and a half mace of prepared opium without a valid certificate, and appeared later on the charge of having three taels and a half of raw opium, for which he was given one month's hard labour.

* * *

A seaman, Chan Sing, had four mace of prepared opium in his possession and Mr. Hazeland gave him fourteen days.

* * *

Yung Tong was given one month for possessing ten taels of opium dross without a certificate.

* * *

TOO PUGNACIOUS!

Reginald Swather, a steward or board the S.S. *Coromandel*, got eighteen days, for assaulting a Chinese barber and damaging property at Kowloon and also for striking the Chinese policeman who arrested him.

* * *

THE EVERLASTING DRUNKS!

INCAPABLE.

William James Hobbs, engineer on the S.S. *Chelydra*, was fined $2. for being drunk and incapable on Bank Wharf.

* * *

Edward Revier of U. S. S. *Isla de Luzon* was fined $2. for being drunk and incapable, and Jerry Lyons of the U. S. S. *Yorktown* was fined $2. for the same offence.

* * *

A Ceylon cook, Joseph Michaels, was drunk and incapable in Queen's, Road Central and was given eight days.

* * *

DISORDERLY.

An American seaman, George Tren, for behaving in a disorderly manner in West Street, was sentenced by Mr. Hazeland to fourteen days, and James Lavin, a marine on the U. S. S. *Newark* was charged with the same offence at the Kowloon Ferry Wharf and was fined $3.

* * *

MORE OBLIGING CHINAMEN!

Lo Chung and Wong Chung, two boatmen, were charged with having in their possession six baskets of coal value $3. When questioned they said they were carrying it for somebody else, whom they could not identify, and were taking it to a launch. Mr. Hazeland fined them $10 each.

* * *

THEFT.

Only looking at the time.

Wong Sun, when arrested for stealing a watch at Quarry Bay said he was only looking at the time. The privilege cost him fourteen days.

* * *

IGNORANCE IS BLISS.

Chan Loi was given three weeks for stealing fourteen pounds of sugar from the China Sugar Refinery. He was carrying it covered over with rice in a basket.

The prisoner said he was given the basket and thought it contained rice.

* * *

A QUEER GARMENT!

Leung King Lun appeared before Mr. Hazeland for stealing three pieces of canvass and two pieces of twine, the property of the Hongkong and Whampoa Dock Co. He was seen going out of the gate with the stolen property round his waist. He was sentenced to 14 days' hard labour.

* * *

ANOTHER GAMBLING RAID!

Inspector Hanson made a successful raid on a gaming house at No. 168 Hollywood Road, Cha Shui and Tsan Lok, the proprietors, were sentenced to a fine of $25 and six weeks' hard labour each.

NIPPON YUSEN KAISHA.

We have received the following circular from the above company:—

Tokyo, 1st April, 1901.

Dear Sirs,—To those exporters from China, Hongkong and Japan to Europe, or to other ports via Europe, who, from the 1st May to 31st October next, may have found it to their interest to confine their support and shipments, during that period, to the Nippon Yusen Kaisha Line, we shall be happy to allow a rebate of five per cent. on the freight paid on Tea and General Cargo.

To those who on the 30th April, 1902, have found it to their interest to confine their support and shipments during the whole twelve months to the said Line, we will allow a further five per cent. on freights contributed up to 31st October, 1901, and five per cent. on those from that date to 30th April, 1902.

To those who, on the 31st October, 1902, may have found it to their interest to confine their support and shipments during the previous eighteen months to the said Line, we will allow an additional five per cent. on freights contributed during the six months ending 30th April, 1902.

Until further notice, shipments made by the "P. & O. S. N. Co.," "Ocean S. S. Co.," "M. M.," "N. D. Lloyd's," "Austrian Lloyd's," "Rubattino," "Glen," "Shire," "Ben," "Mutual," "Shell," and "Hamburg-American," Lines, and shipments by direct steamers to Black Sea ports, will not invalidate claims for the above.

No "returns" will be payable on freight contributed by Rice and Oils from Japan, Silk and Treasure, and the produce of the Eastern Archipelago transhipped at Hongkong.

Exporters applying for the "returns," which will be payable in London on and after the 1st January and 1st Just, 1902, and 1st January, 1903, respectively, must fill up and sign forms which can be obtained from the agents.

Yours truly,
Nippon Yusen Kaisha,
R. KONDO,
Managing Director.

NOTES FROM NATIVE PAPERS

SHANGHAI, April 10th.

"ROUSING A SENSE OF SHAME IN MEN" is the title of the *Shen Pao's* leader. Everybody says China is weak and poor but the general answer to the question how to change this is unsatisfactory. It is said that China should drill her troops and introduce machinery so that there might be internal peace and freedom from foreign oppressison, build railways and open mines. Or more important still, she should establish schools everywhere for the nurture of able men. The writer thinks that this does not touch the root of the trouble. These things, though not as universally tried as they should be, have yet been tried, and yet China is troubled within and without, proving that drilling and machinery are not to be relied on to cure a nation's ills. Nor have the hundred and odd schools establishsd by the officials produced men of ability. So that even education fails to save China. Why? "Because men have not a proper sense of shame." Take the officials. Though there are a few virtuous ones, yet the majority are corrupt and utterly selfish and without shame. How can their subjects be anything different? Again look at our soldiers, drilled and fed for years, yet when there is war they do not stop to received the onset of the foe, but turn tail and run, so that it is said that all their wounds are in their backs! Are they not utterly devoid of a sense of shame at their disgraceful defeats. Nor are the scholars, the real leaders of the people, a whit better. Their decay is as sure and rapid as the stream of a great river, always going downwards. They are lazy in their studies, intent on reputation and gain, not on real knowledge. They are surely without a sense of shame. Confucius said: "If the people are led by laws and uniformity be sought to be given them by punishments, they will try to avoid the punishment, but have no sense of shame. If they be led by virtue and uniformity be sought to be given them by the rules of propriety, they will have the sense of shame and moreover will become good." Mencius said: "All men naturally possess a sense of shame." Unfortunately there is wanting the stimulus to shame, and people to exhort the people, so that they may have this sense of shame. Our only hope is that there are those in office who will perform this duty. The foregoing article is a noteworthy confession on the part of a conservative Chinese. The sense of shame, which he acknowledges as lacking in the Chinese high and low, is simply due to the deadness of conscience. But how it is to be aroused the writer can not tell, except by the forlorn appeal to that very class, which he says earlier in his article does not itself possess the missing feeling!

A MAN WHO KNOWS THIS FEELING

of shame, strangely enough, writes in the same day's *Su Pao* under the above heading from Peking as follows, "Ever since the Boxer trouble began the powers look upon us with more contempt than ever as wild barbarians. In Peking and Tientsin the allies treat Chinese like dogs, horses, earth-worms and ants, worse than African negroes or Hindoos. But I lately heard that Sir Robert Hart has said to a certain Minister that the Chinese are very intelligent and more patient than the people of any other continent. In 20 years time they will overrun the earth, said Sir Robert. This language has also been used by Bismarck and Lord Chas. Beresford. But to the present time the Chinese are stupid and weak, so that these words are merely flattery or ridicule. Would that China's four hundred millions might hear these words and justify the flattery or shame their ridicule and not be entirely without the feeling of shame." Liu K'un-yi in the Edict of another column cashiers a man for this shamelessness.

THE "UNIVERSAL GAZETTE" IS ANGRY

with foreign nations and claims their attitude on the Russian question is not friendly to China. It fears that though the signing of the treaty has been postponed it will be signed sooner or later, the evil day cannot be postponed very long. Jang Ju's leg is not going to do as an excuse for forever postponing the signing. The writer uses a capital illustration. The bird called the oystercatcher sees an oyster on the shore, puts his bill into it and the oyster closes, so he is caught. The fisherman comes along and seeing both of them in a difficulty at one swoop sweeps them both into his basket. So while the nations disagree, Russia will be sure to be the gainer.

THE PROGRAMME OF REFORM

is foreshadowed in the *Universal Gazette*. The Southern Viceroys, it hears, have agreed in general that foreign plans must be selected in order to supplement Chinese plans. The details are given under nine headings, 1.—Princes and lofty officials must travel. 2.—There must be travelling schools in every foreign country. 3.—The examinations for M. A. must be changed. 4.—More schools must be established. 5.—Foreign military drill used. 6.—Special officials must have long terms of office. 7.—Police on foreign model. 8.—Extension of post offices. 9.—Use of silver dollars. Besides these there are many things relating to patents, revenue on printed books, etc.

THEY ARE STILL AFTER THEM.

The *Sin Wen Pao* received a telegram from Peking stating that ten Powers, including America, but not including Russia have handed in a supplementary list of offenders. Pei Hsu, a Chihli district magistrate; Pao Tsilin, Taotai; Chou Chihte, Captain, concerned in the Chuchou massacre are to be decapitated. Liu Shutang, ex-Governor of Chekiang; the Provincial Judge, Hunan; ex-Governor Yu Liensan to be imprisoned and executed, Governor of Kiangsi Sung Shon, Lungwen Taotai, are to be banished forever, Lieutenant-Governor of Moukden, to be cashiered. A total of twenty-five persons. The Plenipotentiaries add that until these men are punished the troops will not be withdrawn, nor will the indemnities be discussed. Besides these twenty-five, there is an additional list of one hundred and forty-one men not yet handed in. It is presumed that these are minor offenders. —*Mercury*.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1893.

Barometer	30.059
Thermometer	62.0
Humidity	85.0
Rainfall	4.08

TO-DAY.

WEATHER REPORT.

	On date at 12 a.m.	On date at 4 p.m.
Barometer	29 96	29 86
Temperature	75	78
Humidity	87	76
Rainfall	0.01	—

TO-DAY.

Monday, 15th April, 1901.

Chinese—*27th of 2nd moon of 27th year of Kwang-sü.*

Sun—*Rises*	*5hr. 41min.*
Sets	*6hr. 18min.*
High water—*Morning*	*6hr. 32min.*
Afternoon	*5hr. 55min.*
Low water—*Morning*	*0hr. 49min.*
Afternoon	*0hr. 0min.*

ANNIVERSARIES.

1552—St. Francis Xavier left Goa for China.
1888—Tamchow Co.'s smelting works at Tai-yu-shan first opened.
1895—Peace arranged between Japan and China.
1898—The lease of Kwang Chau-wan to France Confirmed.

TO-MORROW.

Tuesday, 16th April, 1901.

Chinese—*28th of 2nd moon of 27th year of Kwang-sü.*

Sun—*Rises*	*5hr. 40min.*
Sets	*6hr. 19min.*
Moon—*In Equator 3hr. a.m.*	
High water—*Morning*	*7hr. 0min.*
Afternoon	*7hr. 3min.*
Low water—*Morning*	*0hr. 55min.*
Afternoon	*0hr. 0min.*

ANNIVERSARIES.

1746—Battle of Culloden.
1843—The Viceroy Ki-Kung wrote to Sir H. Pottinger admitting that the two countries were now united in friendship.
1872—Sir Arthur Kennedy arrived in Hongkong.
1875—Cape D'Aguilar light first exhibited.
1884—S.S. *Hochung* sunk by H.M.S. *Lapwing* near Ocksen.
1888—The town of San Fernandez, Luzon, almost totally destroyed by fire.
1897—Departure for home of Dr. Eitel.
1898—U.S. Senate recognize the Republic of Cuba.
1899—Disturbance in the Hinterland. British flag hoisted by General Gascoigne.

AGENDA.

TO-DAY.

8 p.m.—Second Performance of the R. E. Variety Club at the Wellington Barracks.

TO-MORROW.

9 p.m.—Opening Performance of the Brough Comedy Co., at the Theatre Royal.
Cargo ex *Inaba Maru* subject to rent.

WEDNESDAY, 17th.

Noon—N. D. L. Co.'s steamer *Konig Albert* leaves for Southampton.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of India*) to-morrow.
German (*Prinz Heinrich*) to-morrow.
German (*König Albert*) to-morrow.
English (*Sobraon*) 20th instant.
Indian (*Lightning*) 20th instant.
American (*City of Peking*) 21st instant.
French (*Indus*) 22nd instant.
American (*Gaelic*) 26th instant.
American (*Hongkong Maru*) 7th prox.

* * *

The P. & O. S. N. Co.'s steamer *Ceylon*, left Singapore for this port on the 13th inst., at 5 p.m.

* * *

The P. & O. S. S. Co.'s steamer *Socotra*, left Singapore for this port yesterday, the 14th inst. at 6 a.m.

* * *

The D. S. S. Co.'s steamer *Lightning* from Calcutta left Singapore for this port on the afternoon of the 13th inst.

* * *

The O. S. S. Co.'s steamer *Calchas* left Singapore at noon yesterday, the 14th inst., and is due in Hongkong on Friday, the 19th inst.

* * *

The Shire Line steamer *Denbighshire* from Middlesbro' and London left Manila on the 13th inst., and is due here to-morrow morning.

* * *

The M. M. Co's steamer *Indus*, with the next outward French Mail, left Singapore this morning at 5 a.m., the 15th inst., for this port *via* Saigon.

* * *

The N. Y. K.'s steamer *Kasuga Maru*, (American Line) left Manila for this port yesterday, the 14th inst., and is due to arrive here on Tuesday, the 16th inst.

* * *

The Imperial German Mail steamer *Konig Albert*, left Shanghai on Saturday at 3 p.m., and may be expected here on or about to-

The P. M. S. S. Co.'s steamer *City of Peking* with Mails, &c. from San Francisco to the 23rd March *via* Honolulu, has arrived at Yokohama and left for this port this morning, the 15th inst., *via* Inland Sea, Kobe, Nagasaki and Shanghai.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Isla de Luzon*	at Kowloon	Dock.
U.S.S. *Bennington*	" "	"
U.S.S. *Yorktown*	" "	"
Argus	" "	"
Strathgyll	" "	"
Burnside	" "	"
Styx	" "	"
Kweiyang	" "	"
Ping Suey	" "	"
Compania de Filipina	" "	"
Shantung	" "	"
Hanoi	" "	"
Ilicos	" "	"
Lung Tsing	" "	"
Hangchow	" "	"
U.S.S. *Concord*	" Cosmopolitan	"
Colonies	" "	"
Perla	" "	"
Pettiana	" "	"
Petrarch	" "	"
Luzon	" Aberdeen	"

Shipping.

Arrivals.

COROMANDEL, British steamer, 2,783, F. W. Vibert, R.N.R., 13th April,—Bombay 27th Mar., and Singapore 8th April, Mails and General.—P. & O. S. N. Co.

HAILOONG, British steamer, 783, H. Bathurst, 14th April,—Haiphong and Hoihow 13th April, General.—Douglas, Lapraik & Co.

PRONTO, German steamer, 632, H. Grandt, 14th April,—Iloilo 9th April, General.—Siemssen & Co.

TANTALUS, British steamer, 2,281, T. M. Gregory, 14th April,—Shanghai 11th April, General.—Butterfield & Swire.

MARIE JEBSEN, German steamer, 1,771, P. Hemmert, 14th April,—Saigon 9th April, Rice.—Jebsen & Co.

HAINAN, German steamer, 860, Clausen, 14th April,—Canton 14th April, General.—E. A. Trading Co.

TRIESTE, Austrian steamer, 3,203, A. Mitis, 14th April,—Kobe 9th April, General.—Sander, Wieler & Co.

DIAMANTE, British steamer, 1,254, A. Ramsay, 14th April,—Manila 11th April, General.—Shewan, Tomes & Co.

BURNSIDE, American steamer, 1,400, A. H. Lafflin, 14th April,—Manila 11th April, Cable.—Government.

THALES, British steamer, 820, A. J. Robson, 14th April,—Swatow 13th April, General.—Douglas, Lapraik & Co.

FLANDRIA, German steamer, 2,040, Diews, 14th April,—Shanghai 11th April, General.—Siemssen & Co.

IDOMENEUS, British steamer, 4,298, J. Riley, 14th April,—Shanghai 11th April, General.—Butterfield & Swire.

CHARLES ROGIER, Belgian steamer, 1,291, C. Herfurth, 14th April,—Saigon 9th April, Rice.—Dodwell & Co., Ld.

CHINA, German steamer, 1,119, P. Voss, 14th April,—Bangkok 8th April, Rice.—Harling & Co.

HOIHAO, French steamer, 532, Merlees, 15th April,—Pakhoi and Hoihow 14th April, General.—A. R. Marty.

SZECHUEN, British steamer, 1,158, A. H. Hall, 15th April,—Wuhu and Chinkiang 10th April, General.—Butterfield & Swire.

WOSANG, British steamer, 1,127, R. Johns, 15th April,—Wuhu 5th April, Rice.—Jardine, Matheson & Co.

ZWEENA, British steamer, 941, L. Ainsworth, 15th April,—Saigon 11th April, General.—Order.

JAGUAR, German gunboat, 900, Kinderling, 15th April,—from Practice.

SUEVIA, German steamer, 5,000, Weigener, 15th April,—Hamburg 27th Feb., and Singapore 9th April, General.—Carlowitz & Co.

ARIAKE MARU, Japanese steamer, 2,193, T. Tasaka, 15th April,—Kutchinotzu 10th April, Coal.—Mitsui Bussan Kaisha.

ANDALUSIA, German steamer, 5,441, Ehlers, 15th April,—Wilhelmshaven via Colombo 4th April.

LOONGSANG, British steamer, 1,092, G. S. Weigall, 15th April,—Manila 12th April, Sugar.—Jardine, Matheson & Co.

HUMBER, British storeship, 1,610, H. J. Davison, 15th April,—Canton 15th April.

Clearances at the Harbour Office.

Hainan, German str., for Chefoo.
Ulysses, British str., for Shanghai.
Petrarch, German str., for Manila.
Paoting, British str., for Shanghai.
Tantalus, British str., for Shanghai.
Diamante, British str., for Manila.
Taito Maru, Japanese str., for Takao.
Szechuen, British str., for Canton.
Wongkoi, German str., for Yap.
Taiyo Maru, Japanese str., for Canton.
Wo Ping, Chinese steam-launch, for Wuchow.
Flandria, German str., for Canton.
Idomeneus, British str., for Singapore.
La Rhone, French str., for Canton.
Kongnam, British str., for Canton.
Independent, German str., for Swatow.

Departures.

April 14, *Haiching*, British str., for Swatow.
April 14, *Wongkoi*, German str., for Yap.
April 14, *Charterhouse*, British str., for Amoy.
April 14, *Clara*, German str., for Hoihow.
April 14, *Daijin Maru*, Jap. str., for Swatow.
April 14, *Taichiow*, German str., for Swatow.
April 15, *Coromandel*, British str., for Shanghai.
April 15, *Bentarig*, British str., for Swatow.
April 15, *Lalpoora*, British str., for Amoy.
April 15, *Aristea*, Austrian str., for Moji.
April 15, *Goliath*, British battleship, for S'hai.
April 15, *Idomeneus*, British str., for Singapore.
April 15, *Lizard*, British gunboat, for Canton.
April 15, *Flandria*, German str., for Canton.
April 15, *Taiyo Maru*, Jap. str., for Canton.
April 15, *Wosang*, British str., for Canton.

Passengers—Arrived.

Per *Pronto*, from Iloilo—14 Chinese.
Per *Marie Jebsen*, from Saigon—Mr. Baner, and 102 Chinese.
Per *Hailoong*, from Haiphong, &c.—Messrs. Tower, Lawless, Francois, and 54 Chinese.
Per *Coromandel*, for Hongkong from Bombay—Lieut. Bayley. From Marseilles—Misses Bell, Brodie, Messrs. Inglis, McEwen, Rev. and Mrs. Phillips, and Miss Cisson. From London—Messrs. J. C. Valpy, A. King, Comdr. Orpen, Mr. Ralli Robertson, Mrs. Phasey and 2 children, Staff-Sergeant and Mrs. Chater, child and infant, Rank and File (9), Mrs. Burnett and infant, Sergt. and Mrs. Hawkins and infant, Messrs. Tunstale Moore, Talbot, Hill, Sir R. T. and Lady Leech, and Miss Leech From Gibraltar—Mr. A. W. Bolton. From Colombo—Mr. A. J. Leech, Corpl. J. Davis, and Comdr. J. Hope. From Penang—Mr. G. L. Bailey and servant, Hon. Egerton and servant, Dr. and Mrs. Closky and servant, and Mr. Morland and servant. From Singapore—Messrs. H. Francis, H. F. Reynold, Van Maadijk, P. C. Denroche, Mr. and Mrs. Findlay, Mr. Gutierez and 1 Chinese assistant. For Shanghai from Marseilles—Mr. Bh[illegible] Jackson, and Mr. Parr. From London—Mr. Evans, Miss Tattersall, Messrs. P. Mason and E. P. Ruse. From Brindisi—Mr. and Mrs. Vladisnersky, child, infant and servant, and Mr. J. A. Hawes. From Colombo—Mr. J. M. Lopp. From Penang—Mr. Khoo Chit Foo and servant. From London for Manila—Mr. Cantley. For Yokohama—Miss Harrison. From Singapore—Mr. and Mrs. Noakes.

Per *Idomeneus*, from Shanghai—13 Chinese.
Per *Flandria*, from Shanghai—3 Europeans, and 22 Chinese.
Per *Thales*, from Swatow—Mr. and Mrs. Haesloop and 3 children, Miss Gossman, and 116 Chinese.
Per *Diamante*, from Manila—Messrs. Weir, Mersen, Mrs. Devin, Mr. and Mrs. McLeod, Mrs. Fracedon, Messrs. Wheeler, Alexender, Elkins, Mr. and Mrs. Lilea, Mr. and Mrs. Hatter, Mrs. Krunkman, Mr. and Mrs. Latkeman, Mrs. Werdman, Mrs. Barker, Messrs. Longales, Leyder, Johnson, and 92 Chinese.
Per *Loongsang*, from Manila—Dr. and Mrs. Kruger, 2 babes and amah, Mr. and Mrs. Hopkins and 3 children, Lieut. C. Henon, Mr. and Mrs. Dodge, Messrs. Juan Koch, C. Hall, Lt. Col. Mr. Guiness, Messrs. H. L. Loomis, F. Johnson, J. J. Donahus, C. Brown, F. Henderlet, W. S. Woods, R. Eremault and J. S. Jacks.

SHIPPING REPORTS.

Captain A. Mitis, of the steamship *Trieste*, from Kobe, reports:—Hazy weather.

Capt. L. Hinsworth, of the steamship *Zweena*, from Saigon, reports:—Fine weather throughout the passage.

Capt. A. Ramsay, of the steamship *Diamante*, from Manila, reports:—Fine clear weather, smooth sea, and N. swell.

Capt. Ch. Herfurth, of the steamship *Charles Rogier*, from Saigon, reports:—Fine clear weather and light E. wind.

Capt. H. Bathurst, of the steamship *Hailoong*, from Haiphong and Hoihow, reports:—Hoihow to Hongkong light to moderate breeze, and thick foggy weather throughout.

Capt. G. S. Weigall, of the steamship *Loongsang*, from Manila, reports:—Light N. breeze, hazy weather and smooth sea, approaching Waglan experienced foggy weather.

Capt. A. H. Hall, of the steamship *Szechuen*, from Wuhu and Chinkiang, reports:—Light variable winds and smooth sea to Chapel Island, thence to port light airs, calm and foggy.

Capt. A. Robson, of the steamship *Thales*, from Swatow, reports:—Calm and foggy. Vessels in Swatow:—German gunboat *Steadler*, s.s. *Pelayo*, *Pechili*, *Ningpo*, *Wuchang*, *Tamsui*, and *Benclutha*.

Capt. Johns, of the steamship *Wosang*, from Wuhu, reports:—Steep Island to Lamocks light variable winds and cloudy, with occasional rain, from Lamocks to Breaker Point dense fog, thence to port light and various airs with hazy. Passed a German cruiser, off Tai-chaus, heading for Tai-chaus. On the 14th instant, passed s.s. *Kwongsang*, from Hongkong, bound North, off Pedro Blanco.

STEAMERS EXPECTED.

Names.	From.	Due.
Empress of India	Shanghai	To-morrow
Konig Albert	Shanghai	To-morrow
Prinz Heinrich	Singapore	To-morrow
Denbighshire	Manila	To-morrow
Kasuga Maru	Manila	To-morrow
Sanuki Maru	Japan	April 17th
Gisela	Singapore	April 19th
Calchas	Singapore	April 19th
Ceylon	Singapore	April 20th
Socotra	Singapore	April 20th
Lightning	Singapore	April 20th
City of Peking	Japan	April 21st
Hiroshima Maru	Singapore	April 21st
Indus	Singapore	April 22nd
Gaelic	San Francisco	April 26th
Hongkong Maru	San Francisco	May 7th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Agamemnon	London	April 19th
Ajax	London	April 30th
America Maru	San Francisco, &c.	April 23rd
Anping Maru	Foochow	April 24th
Antenor	London	May 4th
Asturia	New York	May 4th
Ballaarat	Shanghai	April 27th
Bayern	Straits, &c.	July 25th
Candia	London	April 18th
Canton	London	May 18th
Ceylon	Shanghai, &c.	April 20th
Chelydra	Singapore, &c.	April 18th
China	San Francisco, &c	May 25th
City of Peking	San Francisco, &c.	April 30th
Coptic	San Francisco, &c.	June 27th
Doric	San Francisco, &c.	June 1st
Duke of Fife	Victoria, B.C.	May 7th
Emp. China	Vancouver, &c.	June 5th
Emp. India	"	April 24th
Emp. Japan	"	May 15th
Gaelic	San Francisco, &c.	May 7th
Gisela	Yokohama, &c.	April 20th
Guthrie	Sydney, &c.	May 9th
Hailoong	Haiphong	April 16th
Hamburg	Straits, &c.	June 13th
Hiroshima Maru	Moji, &c.	April 23rd
Hongkong Maru	San Francisco, &c	May 16th
Hunan	Foochow	April 19th
Idomeneus	London	April 16th
Idzumi Maru	Victoria, B.C.	April 19th
Kagoshima Maru	Bombay	April 26th
Kasuga Maru	Japan	April 19th
Kiautschou	Straits, &c.	July 11th
König Albert	Straits, &c.	April 17th
Loongsang	Manila	April 19th
Maidzuru Maru	Tamsui	April 21st
Nippon Maru	San Francisco, &c.	June 11th
Olympia	Victoria, B.C.	April 26th
Preussen	Straits, &c.	May 29th
Prinz Heinrich	Straits, &c.	May 15th
Prinzess Irene	Straits, &c.	May 1st
Pyrrhus	Liverpool	May 15th
Richmond Castle	New York	April 20th
Sachsen	Straits, &c.	June 27th
Sanuki Maru	Marseilles, &c.	April 19th
Shinano Maru	Kobe & Yokohama	April 26th
Sobraon	Marseilles, &c.	April 27th
Strathgyle	San Diego, &c.	April 26th
Stuttgart	Straits, &c.	Aug. 8th
Tacoma	Victoria, B.C.	May 17th
Taito Maru	Takao	April 15th
Tantalus	Liverpool	April 15th
Thales	Swatow, &c.	April 16th
Trieste	Singapore, &c.	April 16th
Tsinan	Port Darwin, &c.	April 23rd
Ulysses	Shanghai, &c.	April 15th
Victoria	Victoria, B.C.	[illegible]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU ..... W. Townsend	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 19th April, at Daylight.
KASUGA MARU ..... E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th April, at Noon.
IDZUMI MARU* ..... W. J. Cumow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 19th April, at 4 P.M.
HIROSHIMA MARU ..... S. Yoshizawa.....	MOJI, KOBE and YOKOHAMA...	TUESDAY, 23rd April, at Noon.
SHINANO MARU ..... G. E. P. Cook	KOBE and YOKOHAMA	FRIDAY, 26th April, at Daylight.
KAGOSHIMA MARU..... K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 26th April, at Noon.
YAWATA MARU ..... A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 12th April, 1901. [6

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTURIA ..... Ostermann	NEW YORK. (Via SUEZ CANAL).	About 4th May. Freight.

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.

THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Agent.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 30th April, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 25th May, at Noon.
S.S. "....." (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 18th June, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

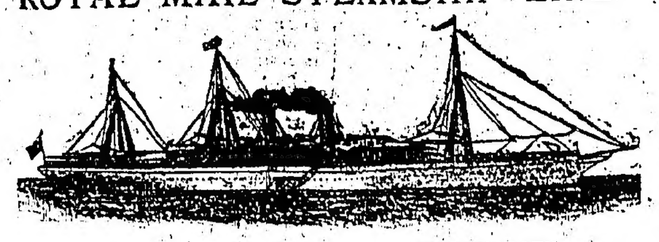
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 3rd April, 1901. [3

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 1st June, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Thursday, 27th June, at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 13th April, 1901 [7

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, *VIA* SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Straithgyle ...	.....	about April 20

THE Steamship

"STRAITHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Olympia	2,837	J. Truebridge	April 26
Duke of Fife ...	3,821	J. S. Cox.....	May 7
Tacoma	2,811	A. Dixon ...	May 17
Victoria	3,502	J. Panton ...	May 28

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 15th April, 1901. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"SOBRAON,"

Captain L. M. Wibmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for Marseilles and London, will be conveyed direct without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 13th April, 1901 [5

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

ADOLPH OBRIG, American ship, Amesbury.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master.
HATTIE C. SMITH, American schooner, Riley, Master.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR.	STEAMERS.	TO SAIL.
FOOCHOW	"HUNAN".....	19th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TSINAN"	23rd instant.
MANILA	"TSINAN"	23rd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th April, 1901. [51c

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"CALCHAS"	19th April.
"	"DARDANUS".....	2nd May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"IDOMENEUS"	16th April.
" VIA MANILA	"AGAMEMNON".....	19th April.
"	"AJAX"	30th April.
"	"ANTENOR".....	14th May.
LIVERPOOL (DIRECT)..... (Taking Cargo at LONDON RATES).	"TANTALUS"	15th April.
	"PYRRHUS".....	15th May.

S.S. "ULYSSES" arrived This Morning from GLASGOW, and will sail for SHANGHAI and JAPAN, THIS EVENING, the 15th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 15th April, 1901. [12

THE OSAKA SHOSEN KAISHA.

FOR TAKAO.

THE Company's Steamship

"TAITO MARU,"

Captain S. Hirai, will be despatched as above on or about MONDAY, the 15th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 9th April, 1901. [407c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE,"

Captain Mitis, will be despatched as above TO-MORROW, the 16th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 6th April, 1901. [400c

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH,"

of the NORDDEUTSCHER LLOYD.

Captain R. Heintze, due here with the outward German Mail about TUESDAY EVENING, the 16th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 13th April, 1901. [22

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Cox, will be despatched as above on THURSDAY, the 18th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 12th April, 1901. [421c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"GISELA,"

Captain Mosca, will leave for the above places, on SATURDAY, the 20th instant, P.M.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 13th April, 1901. [422c

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"RICHMOND CASTLE,"

will be despatched for the above Port on or about the 20th instant, and will be followed by the S.S. "PATHAN," "FERNDENE" and "LOWTHER CASTLE."

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 30th March, 1901 [1

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 10th April, 1901. [321c

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE.

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING, of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 16th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 10th April, 1901. [414c

Consignees.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE," FROM NEW YORK.

CONSIGNEES of Cargo are hereby notified that the Hongkong Cargo by above steamer was transhipped at Singapore and arrived yesterday by the S.S. "CHELYDRA."

All Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 10th April, 1901. [412c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, the 12th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th April, 1901. [410c

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Rome.*
From Persian Gulf, *ex* S.S. *Khandalla* and *Simla.*

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 19th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 13th April, 1901. [5

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"AMERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,

THE FAR EAST IN PARLIAMENT.

LOOTING BY TROOPS IN CHINA.

March 11th.

Mr. Robertson asked the Under-Secretary of State for Foreign Affairs whether the Government had any information to show that looting and pillage had been committed by British or other European troops in or near Peking or Tientsin, and that valuable property thus plundered had been publicly sold under the direction of British officers; whether such conduct was contrary to the modern usages of war as declared by The Hague Convention; and whether the Government intended to adopt any means for the restitution of the property so taken and for such punishment of the offenders as their conduct may deserve.

Lord G. Hamilton, who replied, said: So far as I know there has not been any pillage or plunder by British troops in China in the sense implied by the question. General Gaselee reported in August last that "looting was openly tolerated among certain of the Allied troops," and every effort was made by him to prevent our soldiers from participating in the indiscriminate plunder and wanton destruction of property which was prevalent elsewhere (Hear, hear.) In the areas assigned to British occupation there were a number of derelict houses. General Gaselee directed that the ownerless property so left should be taken charge of by authorised search parties, and, where the legal owner could not be found, sold by public auction for the benefit of all. There has not been any violation of The Hague Convention.

Mr. E. Robertson asked whether it would be possible to have General Gaselee's report presented to the House.

Mr. Tully asked whether it was not a fact that at Christie's there was a good deal of selling of things taken as loot in China.

Lord G. Hamilton said that possibly might be so, but it did not necessarily follow that the things were looted by British troops. As to the question of the hon. member for Dundee, he was rather doubtful, as General Gaselee's report referred not only to British but to other troops.

NAVAL FORCES IN CHINESE WATERS.

(12th.) Sir C. Furness asked the Secretary to the Admiralty if he would inform the House as to the number and description of ships representing Great Britain in Chinese waters and on the Yangtsze River, and also as to the number and description of the ships representing each of the other European Powers and the United States.

Mr. Arnold-Forster: The naval forces of the Powers named now in Chinese waters appear from the last published returns to be as follows:—Great Britain: Four battleships, fifteen cruisers, twenty-three small vessels, of which two cruisers and four small vessels are on the Yangtsze River. France: One battleship, nine cruisers, twenty-two small vessels, of which three small vessels are on the Yangtsze. Russia: Five battleships, six cruisers, twenty small vessels and torpedo-boats. Germany: Four battleships, ten cruisers, ten small vessels, of which two cruisers and two small vessels are on the Yangtsze. Italy: Six cruisers. Austria: Four cruisers, of which one is on the Yangtsze. Portugal: One cruiser, two small vessels. United States: One battleship, two coast defence ships, eight cruisers, two small vessels.

INDIAN TROOPS IN NORTH CHINA.

Sir M. Bhownaggree asked the Secretary of State for India whether he had any official information showing that the Indian troops and camp followers serving in North China were not provided with such suitable warm clothing as would enable them to resist the intense cold of that region, and that consequently they suffered great hardships; and whether he would state how many casualties and deaths from sickness had occurred among them up to the date of the last official reports received here or in India.

Lord C. Hamilton: I have not seen the reports referred to. An ample supply of warm clothing was provided for troops and followers, and we have no reason to suppose that deficiencies exist in this respect. The percentage of sick troops in hospital from all causes on Jan. 1st was only 3½. The deaths have not been reported.

NAVY ESTIMATES.

The statement of the First Lord of the Admiralty explanatory of the Navy Estimates for 1901-2 contains the following references to the Naval Division in the Far East:—The China Fleet has been considerably increased during the past twelve months. The *Dido*, *Isis*, and *Astraea* from the Mediterranean, the *Arethusa* from the Pacific, the *Wallaroo*, *Mohawk*, and *Lizard* from Australia, and the *Marathon* from the East Indies were all sent to that Station during the disturbances last year for temporary service. Of these, the *Marathon* has returned to her Station, the *Dido* and *Isis* have been replaced by other Cruisers in the Mediterranean, and will remain in China; the *Mohawk* has been replaced in Australia, and is now returning home. The *Glory*, *Argonaut*, and two Destroyers (*Otter* and *Janus*) have been added to the Fleet in Chinese waters, and the *Ocean* left Malta on Feb. 2 to join them. The *Robin*, River Gunboat, has been commissioned for service in the West River, and the Steamer *Pioneer* has been purchased and will be fitted as a Gunboat for service on the Yangtsze Kiang.

A Naval Brigade participated in the International advance to Peking, and on the occupation of the city, returned to their ships.

The Government of South Australia offered the services of the South Australian Gunboat *Protector* for service in China during the disturbances of last year. The offer was accepted for four months, and the *Protector* served in China from September till the end of November. The Commander-in-Chief reported that the *Protector* was most useful, being an efficient and well-kept man-of-war, reflecting credit on captain, officers and men. The Governments of New South Wales and Victoria similarly offered the services of Colonial Naval Brigades, consisting respectively of 300 and 200 officers and men for service in China. These offers were accepted, and the Brigades have been employed on shore under the General, where they did good service. They will return home by the end of March.

Mention is also made of the fact that the River Gunboat *Sandpiper* sank during a typhoon at Hongkong in November, but was successfully raised. One life was lost.

Amongst the vessels which figure in the list for Repairs and Refits to be carried out in 1901-1902 are the *Barfleur* and *Centurion*, but it does not appear whether the work is to be done at Hong Kong or whether the ships are to return home.

With regard to the work proceeding at Hong Kong under the Naval Works Act it is stated that the Contractors have commenced the work of constructing the dock, reclaiming land, providing wharf walls and a basin, and erecting additional shops.—*L. & C. Express.*

THE PLAGUE.

Number of cases reported up till noon of the 13th April, 1901	Chinese	107
	Other Asiatics	2
	Europeans	0
Number of cases reported during the past 24 hours	Chinese	6
	Other Asiatics	0
	Europeans	0

Total number of cases reported to date 115

Number of deaths reported up till noon of the 13th April, 1901	Chinese	104
	Other Asiatics	0
	Europeans	0
Number of deaths reported during the past 24 hours	Chinese	5
	Other Asiatics	0
	Europeans	0

Total number of deaths recorded to date 109

SMALL-POX.

Number of cases reported up till noon of the 13th April, 1901	Chinese	49
	Other Asiatics	6
	Europeans	10
Number of cases reported during the past 24 hours	Chinese	2
	Other Asiatics	1
	Europeans	0

Total number of cases reported to date...68

Number of deaths reported up till noon of the 13th April, 1901	Chinese	39
	Other Asiatics	2
	Europeans	2
Number of deaths reported during the past 24 hours	Chinese	1
	Other Asiatics	0
	Europeans	0

Total number of deaths recorded to date 44

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Aheen, J.
Agan, D.
Arias, D.
Bittian, Mrs.
Brokenshire, F.
Beal, Gunner J.
Bertram, C.
Brown J.
Balfour, Mrs. M. B.
Boyd, R. P.
Beylis, M.
Bannerman, J.
Boyd, R. P.
Beck and Hornby, Messrs.
Burson, Chas.
Bent, G.
Bryan, M. R.
Bergerowski, C.
Bernedo, J. G. G.
Cross, Miss
Carote, H.
Cummins, J.
Collins, A. E.
Cohen, A. S.
Cream,
Chambers, Capt. R. C. H.
Callsen, F. W.
Candler, W.
Chnding, Brothers & Co.
Carpenter, F. G.
Child, H. E. A.
Chapman, W.
Cullinane, P.
Cartlidge, J.
Cowie, E. H.
Crawford, Mr.
Comrie, J.
Degan, A. B. H.
Dupuis, R.
Delfs, Capt. P.
Davis, J.
Dawson, C.
Duwel, Mrs. A. J. T.
Drake, Mrs. F. J.
Elia, J.
Earlschiffe, H.
Eckert, W.
Etienne, C.
Etzel, L. L.
Elkins, S. B.
Empson, T.
Evans, A. M. A.
Francis W. H.
Fidwell, J. P.
Fergusson, R.
Freeling, Lady
Fernandez, V. D.
Frieburg, S. S.
Fobris, G.
Fearnlay, A. E.
Goelz, F.
Grant, W.
Garis, H. L.
Greenwood, Miss E. B.
Gyr, H. W.
Glendinning, R.
Goodwin, L.
Georgeson, J.
Grant, J. K.
Guttierez, B.
Gomes, J.
Hamilton, G.
Hitchock, E. A.
Hunter, C. G. W.
Hermon, H. V.
Hodgsen, J. R.
Harvey, P. L.
Hall, H. M.
Harris, A. C.
Harrigan, J.
Handly, R. W.
Harkens, J.
Herbinville, L. D.
Honey, B.
Hardy, R. J.
Hochafel, E. C.
Hachiz, C. W.
Hoag, P. V.
Hibberdine, W.
Hopkins, Rev. W. E.
H. K. Amateur Photo Club.
Hinderkoper, J.
Ingold, F.
Jantzies, K.
Jones, Dr.
Jones, c/o Council.
James, San B.
Johnsen, J.
Jannote, G.
Kargo, T.
Knight.
Kervan, R. F.
Kfumisgens, Capt.
Kirkpatrick, M. C.
Lanza, L.
Leslie, M. K.
Liberge, C.
Lowe, R.
Liblain
Leon, C. de
Losada, Dr.
Lawlor, E. B. S.
Lankester, B.
Moon, T.
Martin, Miss E. G. O.
Martin, T.
Minchin, D. J.
Molty, M.
Moothouse, J.
McKee, Rev. J. A.
McIntosh, J.
Moore, Bishop
Merry, Mrs. D. J.
Millar, A.
Mackillop, Miss
Menasché, L.
Moore, J. W.
Morton, Capt. F. S.
Murphy, Mrs. F.
Marshall, S. E.
Moore, H.
Mehrtens, Mrs. R. C.
Marcus, T. R.
McGregor, A.
Nicholson, H. J.
Nash, F.
Nato, F.
Preston, P. H. H.
Pellet, J.
Palmer, J.
Partridge, Dr. L. S.
Phillips, C. F.
Pereira, Miss S.
Peterson, J.
Porter, A. M. J.
Paes, S.
Poernedo, J. G.
Paulsen, T.
Pillony, J. R.
Pastowsky
Rosa and Lilly
Ross
Riel, G.
Reutens, J. W.
Rigby.
Rippin, J.
Rehemoobhoy, H.
Reutens, J. W.
Rivingston, C. F.
Rose, R.
Ramos, A.
Rowand, A. G.
Samborn, F. G.
Scheffer, T. F.
Slattsson, C. J.
Singh, A.
Samuel
Salmberg, R.
Schwolm, M.
Schierbaum, P.
Sheppard, P. A.
Stewart, J. E.
Sheller, W.
Stewart, A. H.
Sylroster, F. W.
Scaulan, J.
Solomon, Major L. L.
Shannon, Miss
Schlichting, Mrs.
Smith, W. A.
Saaid, J.
Spieler, L.
Stewart, Messrs. J. & G.
Silverthorne, A.
Sanderson, A. O. D.
Triantafyllides, T.
Tredory, J.
Thompson, A.
Townsend, A. M.
Thompson, P. H. W.
Turney, A. H.
Thom, Capt. J.
Tayleur, G.
Tomyikkin
Westcote, Mrs. H.
Wernedo, G.
Walker, H.
Wilton, E. C. C.
Worthington, C.
Wheatt, W. E.
Woodley, W.
Watson, H. G.
Wegener, Dr. G.
Watson, J.
Wakeham, T.
Wickmann, F. W.
Wilds, M.
Webster, D. W.
Wright, Capt. W.
Watson, Dr.
Wallace, F.
Walker
Wennberg, O.
White, S.
Woods and Co.
Wertheimer, Mr. M.
Westrop, Miss
Wilkins, Mrs.
Walkeford, E.
Werthman, L.
Zinn, G. A.

List of Registered Covers in Poste Restante.

Allam Thu Con & Co.
Abonne, P. A.
Adam, Miss
Azis Khan, Lapix
Abdul Khan
Allah Deen, I.P.C. 775
Afzul Khan
Ahmed Deen, I.P.C. 638 (2)
Abda Khan, I.P.C. 798
Attare Khan, No. 774
Anderson, R. D.
Butchen Singh
Bhagwan Singh
Budha Khan (3)
Bull, P. Gulvao
Brougham, Ed.
Bootay Khan, I.P.C. 740
Blank, Miss A., Arrandale, Southport (1) Returned.
Bertram, C.
Buta Singh
Bova and Co., Supt. Brewery.
Brough, R. (3)
Burkely Alli Khan, I.P.C. 856
Cotewall, H. R.
Crews, J.
Chandi Singh
Carum Baksh, (Umballa)
Caine Road No. 29
Cartwright, J.
Chandar Pal Singh
Clarkson, G.
Chanda Singh, I.P.C. 585
Clarke, J.
Chao, H. Y.
Davis, Mrs. Lamartine T.
Darnelli, Miss F.
Delhi, N. M. Khan
Dean Singh, I.P.C. 547
Easey Khan, I.P.C. 658
Fur Siakar Sang
Fazal Ahmed
Falck, W.
Flores, J. S.
Fox, F. (3)
Fatmalee (Bombay)
Felicie, Blaz
Fosuisane, A.
Ghous, Mohamed M.
Goh Rikisaburs
Geoghegan, N. M.
Ghulam Rasool
Galthke, Fr.
Gahor Khan
Gewanal Singh, I.P.C. 807,
Garcia, R.
Gulab Khan, I.P.C. 509
Hans, Mrs. A. J. C.
Heintz, H.
Hinton, R. S.
Hollister, G. K.
Hinda Singh
Haraguchi, B.
Harper, A.
Hand, H. J. (Manila), To Constancio Hand, Vic. Eng. School, Hongkong.
Harwood, Thomas
Hasham Alli, I.P.C. 667
Hilton, St. John.
Hazar Khan, I.P.C. 616
Hesa, Miss O.
Hodge, Ed. G., Portland (Maine), Returned.
Joseph, S. S. Abdul
Jurmanali Shah
Jamal Singh
Jawalla Singh, I.P.C. 614
Johnson, C. E.
Jandoo
Kushiro, C.
Kierna, Miss A.
Leaco, Gheang
Lopes, Da. C. J.
Leopold, Herm.
Mannington, A.
Maclaren, J. W. B. (2)
Mandigs, A. L.
Mohamed Akbar
Mohamed Khan
Mulla Singh
Montero, F. M.
Massey-Lee, J. H.
McKay, Charles
Morris, Capt. R., R.A.
Mondha Singh
Mohamed Shah
Mohamed Khan, I.P.C. 755
Mohamed Deen, I.P.C. 790
Murad Khan I.P.C. 529
Maysop, William
MacVeagh, E.
Mungal Singh, I.P.C. 832
Marle, Hugo
Munga Khan I.P.C. 765
Nab, J. Mc.
Noble, Lt. W.
Naden, Thomas
Nazal Khan
Nogueira, M.
Nawab Khan, I.P.C. 637
Ota (Manila), to Omub, 5, Praya East, Wanchai, Hongkong.
Ohaten, Madame
Perica, F.
Pierra, D.
Piry, H.
Prizis, E.
Pederson, C.
Roza, A. M. R. C.
Rosouro, Miss L.
Rongier, J.
Ram Dhor Singh
Ryan, A.
Rodrigo, B. J.
Ramcall
Sayick, M. J. Kelly (Singapore).
Stern, B. (2)
Sultan Mahomed
Smulas, H.
Saloon, A. J.
Sato, T.
Sassoon, S.
Stanford, Mrs. M.
Sturdy, E. V. (London).
Stevenson, Fanny
Shores, D. M.
Smith Harry
Said Mohamed
Sampson, Mrs. (1 pcl.)
Schlichting, Mr. (1 pcl.)
Shi Pui Ting. (Cosmopolitan Dock).
Stanley, Mrs. C. L.
Staden, J. T.
Thornhill, Capt.
Teves, Mariano.
Telvier, Mr.
Tchervinsky
Umetami, N.
Ultam Singh
Uttu Singh, I.P.C. 774
Veaseoy, Mrs. L.
Vemura, G., Hongkong, to Kawamoto, (Manila).
Wazir Khan
War Singh
Wickins, H. W. (2)
Yonsen, Mrs.
Yersin, E.

List of Registered Covers for Merchant Ships.

S.S. *Amigo* .....F. Wallat.
" *Belgian King* ...Abernethey.
" *Bergenhaus* .....J. Sevendsen.
" *Calchas* .....H. C. Beasley.
" *Calchas* .....Mr. Carefull.
" *China*.....Mr. Cooper.
" *Deucalion* .....M. J. Garbutt.
" *Emma Luyken*...Capt. Wallis.
" *Idomeneus*.....T. Connollys.
" *Kirkfield* .....G. Dubren.
" *Menelaus* .....J. Ambrose (6)
" *Palatia* .....H. Broch.
" *Radley* .....John Mann.
" *Sabine Rickmers*...R. G. Lowden.
" *Saint Jerome*.....Capt. A. Jones.
" *Shantung* .....Miles.
" *Shantung* .....John Wilson.
" *Ulysses* .....H. Weldon. (2)
" *Urlana* .....Capt. Wilson.
" *Vienna* .....C. McLay.
" *Wongkoi* .....C. Schünz.

The Share Market.

LATEST QUOTATIONS.

(April 15th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	362 % premium [buyers
The Bank of China & Japan, Limited... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited... (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$27 buyers
Do. Founders	£ 1	$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$285 buyers
China Traders' Ins. Co., Ld.	$ 25	$56 buyers
North China Ins. Co., Ld.	£ 25	Tls. 180 sellers
Yangtsze Ins. Assoc. Ld.	$ 60	$130 buyers
Canton Ins. Office, Ld.	$ 50	$155
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$320 buyers
China Fire Ins. Co., Ld.	$ 20	$83 buyers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$33½ buyers
Indo-China Steam Navigation Co., Ld.	£ 10	$124 buyers
China & Manila S.S. Co., Ld.	$ 50 $ 30	$61 buyers $38 buyers
Douglas Steamship Co., Ld.	$ 50	$51 buyers
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10 $ 2½	$23 buyers $8 buyers
"Shell" Transport & Trading Co., Ld.	£ 1	£3 sellers
Refineries.		
China Sugar Refining Co., Ld.	$100	$135
Luzon Sugar Refining Co., Ld.	$100	$38 sellers
Mining.		
Punjom Mining Co., Ld.	$ 8	$6 buyers
Punjom Mining Preference Shares	$ 1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$315
Queen Mines, Ld.	25 cts.	10 cents.
Jelebu Mining and Trading Co., Ld.	$ 5	$5
Raub A'lian Gold Mining Co., Ld.	17s. 10d.	$38 buyers
Olivers Freehold Mines, Ld. A	$ 5	$2½
Olivers Freehold Mines, Ld. B	$ 5	$1½ sales
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	10 cents
Do. (Preference)	$ 1	40 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$ 50	270 buyers
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$104 sellers
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$63 buyers
New Amoy Dock Co., Ld.	$ 6¼	$22
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9½ sellers
Hongkong Land Investment & Agency Co., Ld.	$100	$200 sales
Kowloon Land and Building Co., Ld.	$ 30	$28 buyers
West Point Building Co., Ld.	$ 50	$51 buyers
H'kong Hotel Co., Ld.	$ 50	$120 buyers
Oriente Hotel Co., Ld.	$ 50	$80 sellers
Humphrey's Estate & Finance Co., Ld.	$ 10	$13½ buyers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$7½ sales
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 44
International Cotton M'f'g. Co., Ld.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 45
Cigar Companies.		
Alhambra, Limited	$500	200 % premium
La Comercial, Ld.	$500	100 % premium
Hensiana Limited	$100	par
La Favorita	$500	100 % premium
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$18½ ex div. [sales
China-Borneo Co., Ld.	$ 15	$39 buyers
A. S. Watson & Co., Limited	$ 10	$17 buyers
Watkins, Limited	$ 10	$10½ sellers
Hongkong Electric Co., Limited	$ 10	$12½ sellers
Hongkong Electric Co., Limited	$ 5	$6½ sellers
Hongkong and China Gas Co., Ld.	£ 10	$130 buyers
Hongkong Rope Manufacturing Co., Ld.	$150	$157½
Geo. Fenwick & Co., Ld.	$ 25	$55 sellers
H'kong Ice Co., Ld.	$ 25	$164 buyers
H'kong High-Level Tramways Co., Ld.	$100	$200 sellers
Dairy Farm Co., Ld.	$ 6	$7 buyers
Hongkong and China Bakery Co., Ld.	$ 50	$50
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1½ buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$8½ sales
Carmichael & Co., Ld.	$ 20	$7
Tebrau Planting Co., Ld.	$ 5	$3 sellers
Universal Trading Co., Ld.	$ 20	$20 sales
H.K. Steam Waterboat Co., Ld.	$ 5	$7 cum call
China Light & Power Co., Ld.	$ 20	$20

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

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Glover, Mr. C.
Goddard, Capt.
Gomes, Mrs.
Goodell, Mr. W. A.
Grant, Mr. John
Gray, Mr. H. F.
Gross, Mr. F.
Gugner, Mon.
Haesloop, Mr. G. and family
Handelman, Mr. H.
Harding, Mr. and Mrs.
Hobden, Mr. H.
Hochappel, Mr. E. C.
Howkins, Mr. & Mrs. J. D.
Huke, Mr. and Mrs. A. N.
Howard, Mr. Thos.
Jackson, Mrs. J. B. and child
Joseph, Mr. & Mrs. E. S.
Karman, Mr. S.
Katsch, Mr. E. A.
Keyes, Miss A. C.
Kiene, Mr. and Mrs. F.
King, Maj. H. S., R.E.
Kirkwood, Mr. J.
Langford, Mrs.
Littledale, R.E., Major R. P.
Long, Mr. & Mrs. D. M.
Macfadyen, Dr. J.
Mackenzie, Mrs. J. R.
Marix, Mr. R.
Mathews, Mr. & Mrs.
McLellan, Mrs. and infant
McLeod, Mr. and Mrs. John
Morgan, Mr. F. E.
Mould, R.E., Maj. C. F.
Orr, Mr. R.
Orr, Capt. S. G.
Parfitt, Mr. W.
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Seymore, Mr.
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Smith, Mr. E. S.
Sontar, Mr. D.
Speren, H.E. S.
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Stewart, Mr. E. H.
Stoddard, Mr. C. H.
Stuntz, Mr. H. E.
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Tibbey, Mr. H. M.
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Wakeman, Mr. G. H.
Watts, Mr. and Mrs. Frank W.
Wheeler, Mr. M. S.
Whiley, Mr. W. J. G.
Wild, Lieut. and Mrs. Bagnall
Williamson, Mrs. J.

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Bosustow, Mr. J.
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Brown, Colonel F.
Buttanshaw, Major and Mrs. and maid
Buttanshaw, Miss May
Buttanshaw, Master H.
Carrington, Sir John, C.M.G.
Carrington, Miss
Collard, Col. A. W.
Comrie, Mr. A. F.
Crookenden, Col.
Dann, Mr. G. H.
Drion, Mr. F.
Ezekiel, Mr. J. S.
Forbes, Mr. Andrew
Graham, Mr. D. M.
Graham, Mrs. W. D.
Griffin, Major W. W., R.A.
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Mackie, Mr. C. Gordon
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Miller, Mr. and Mrs.
Newall, Mr. Stuart G.
O'Gorman, Col. The
Oppenheim, Mr. J.
Pollock, Mr. H. E.
Prynne, Capt., R.A.M.C.
Prynne, Mrs.
Qustinoff, Mr. M.
Rouse, Mr. A. B.
Shellim, Mr. Edward
Sinclair, Mr. A.
Stokes, Mr. A. G.
Tomlin, Mr. G. L.
Welgress, Mr. H. J.
Wheeler, Mr. H. B.
Wheeler, Lt.-Col. J. L.

CRAIGIEBURN.

Anderson, Mr. Jas.
Andrews, R.N., Staff-Surg. and Mrs. A. G.
Binder, Mr. Gustav
Brown, Mr. and Mrs. H. Matheson
Canton, Staff-Surg. H.
Canton, Mrs.
Lewis, Mr. M. C. C.
Ross, Mr. John A.
Volpicelli, Consul

KOWLOON HOTEL.

Downs, Mrs. Lottie
Hoashi, Mr. S.
Leary, Lieut. C.
Masloersky, Mr. W. von
Munro, Capt.
Munro, Master P.
Thomson, Mr. & Mrs.
Wittmuss, Capt.

EXCHANGE.

Hongkong, 15th April.

On London, Telegraphic Transfer	1/11 5/16
" Bank Bills, on demand	1/11¼
" Credits, 4 months' sight	1/11 13/16
" D'ments, 4 months' sight	1/11 15/16
On Berlin, (demand)	M.1.99
On Paris, Bank Bills, on demand	2.45
" Credits, 4 months' sight	2.49½
On New York, Bank Bills, on demand	47½
" Credits, 30 days' sight	48½
On Bombay, Telegraphic Transfer	146
" On demand	146½
On Shanghai, Telegraphic Transfer	72
" Private 30 days' sight	nom.
On Yokohama, T.T.	3¾ % prem.
Sovereigns, Bank's Buying Rate	$10.20
Gold Leaf 100 touch, per tael	52.50
Bar Silver	27½
Dollars	nom.

OPIUM QUOTATIONS.

Hongkong, 15th April.

New Patna	$935/937½ per chest.
New Benares	967½/970 "
New Malwa	820/30 per picul.
Old Malwa	840/60 "
Persian, paper tied	812½/815 "

VESSELS IN PORT.

Steamers.

AGAMEMNON, British steamer, 4,461, H. Nish, 13th April,—Moji 9th April, Coals.—Butterfield & Swire.

AKASHI MARU, Japanese steamer, 1,676, K. Sudzuki, 13th April,—Amoy and Swatow 12th April, General.—Mitsui Bussan Kaisha.

ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April,—Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour.—C. P. R. Co.

BENLOMOND, British steamer, 1,752, Wm. Hutton, 13th April,—Moji 7th April, Coal.—Gibb, Livingston & Co.

CHELYDRA, British steamer, 2,467, J. T. Davies, 9th April,—Calcutta 22nd March, General.—Jardine, Matheson & Co.

CLAVERING, British steamer, 2,255, J. Barker, 30th Mar.,—from Port Natal, Ballast.—Dodwell & Co., Ld.

DAPHNE, German steamer, 1,291, Th. Nissen, 9th April,—Moji 4th April, Coal.—Siemssen & Co.

DAVIBREAK, British steamer, 700, A. H. Best, 13th April,—Shanghai 9th April, General.—C. M. S. N. Co.

EVA, German steamer, 2,083, Chr. Petersen, 7th April,—Kobe 31st March, Flour.—Arnhold, Karberg & Co.

HAIMUN, British transport, 636, W. J. Davis, 12th April,—Weihaiwei via Woosung 5th April.

HANGCHOW, British steamer, 909, J. Pearce, 21st Mar.,—Shanghai 18th Mar., General.—Butterfield & Swire.

HANOI, French steamer, 768, Pannier, 20th Mar.,—Hoihow 18th Mar., General.—A. R. Marty.

HINSANG, British steamer, 1,536, P. H. B. Lake, 6th April,—Samarang 29th March, Sugar.—Jardine, Matheson & Co.

IDZUMI MARU, Japanese steamer, 2,501, M. J. Curnow, 9th April,—Shanghai 6th April, General.—Nippon Yusen Kaisha.

KWEIYANG, British steamer, 1,062, A. W. Outerbridge, 9th April,—Canton 8th April, General.—Butterfield & Swire.

LOOSOK, British steamer, 1,020, J. B. Jackson, 10th April,—Bangkok via Swatow 1st Apl., Rice and General.—Butterfield & Swire.

LOYAL, German steamer, 1,037, Lorenzen, 12th April,—Newchwang 5th April, Beans.—Sander, Wieler & Co.

MACEDONIA, British steamer, 1,460, Monsarrat, 11th April,—Wuhu 5th April and Chinkiang 6th, General.—Jardine, Matheson & Co.

PENARTH, British transport, 1,959, W. H. West, 27th Mar.,—Woosung 23rd Mar., Ballast.—Order.

PERLA, British steamer, 1,274, R. W. Almond, 24th Mar.,—Manila 21st Mar., Ballast.—Shewan, Tomes & Co.

PETRARCH, German steamer, 1,252, Ucher, 25th Mar.,—Manila 20th Mar., Ballast.—Sander, Wieler & Co.

PETRIANA, British steamer, 1,140, Snope, 25th Mar.,—Belik, (Papan) 19th Mar., Kerosine.—Arnhold, Karberg & Co.

PING SUEY, British steamer, 4,149, Pernelle, 7th April,—Seattle Wash 1st March and Manila 4th April, Ballast.—Jardine Matheson & Co.

POMPEY, American steamer, 785, J. H. Scrivener, 21st Mar.,—Manila 18th Mar., Coal.—U. S. Navy.

SATURN, American collier, 1,817, J. H. Potter, 29th Mar.,—Reef Pratas 28th March.

SHANTUNG, British steamer, 1,835, T. Quail, 2nd April,—Hongay 30th March, Coals.—Butterfield & Swire.

SKARPSNO, Norwegian steamer, 1,130, L. Tallefsen, 11th April,—Moji 5th April, General.—Stevens & Co.

SKULD, Norwegian steamer, 913, A. Berbom, 12th April,—Bangkok 5th April, Rice.—Chinese.

STRATHGYLE, British steamer, 3,284, G. R. Gordon, 5th April,—Moji 1st April, General.—Butterfield & Swire.

TAISHUN, American steamer, 1,216, Patterson, 8th April,—Shanghai 3rd April, General.—C. M. S. N. Co.

TAITO MARU, Japanese steamer, 2,009, S. Hirai, 13th April,—Moji 7th April, Coal.—Mitsui Bussan Kaisha.

TARTAR, British steamer, 2,768, G. D. Bowles, 4th April,—Tacoma 5th Mar., Flour.—C. P. R. Co.

ULYSSES, British steamer, 2,281, J. Edmandson, 13th April,—Singapore 7th April, General.—Butterfield & Swire.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec.,—New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.

DUNDEE, British ship, 1,998, Hernnrng, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.

HOTTIE C. SMITH, American ship, 45, Riley, 24th Feb.,—Yap 14th Feb., Ballast.—Master.

LARGO BAY, British ship, 1,178, F. Adams, 7th April,—Nagagasaki 1st April, Ballast.—Sander, Wieler & Co.

LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.,—Ponape and Caroline Island 11th Mar., Copra.—Master.

LUZON, American 4-masted schooner, 512, Aderson, 31st Mar.,—Port Townsend 28th Dec., General.—Holliday, Wise & Co.

MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.,—from New York, Oil.—Standard Oil Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.

OBI, British schooner, 1,951, R. Pinkham, 9th April,—Cardiff 23rd Feb., Patent Fuel.—Government.

PAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb.,—New York 26th June, Oil—Standard Oil Co.

PRESIDENT, British bark, 766, R. B. Munro, 3rd April,—Rajang 8th Feb., Timber.—Ping On Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

THYRA, British schooner, 2,244, Dunning, 9th April,—Barry Dock 15th Feb., Coals.—Order.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, April 15th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. C. F. M. Cradock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.

Arethusa, 2nd-class cruiser, 3,400 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, en route Singapore.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Astræa, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Singapore.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Hongkong.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.

Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier Wrey, Bart., Shanghai.

Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.

Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Shanghai.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Weihaiwei.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Woosung.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Isis, 2nd-class cruiser, 5,650 tons, 11 guns 9,600 i.h.p., Capt. Charles Windham, Weihai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut.-Comdr. J. C. Watson, Canton.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Hongkong.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Phœnix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt., Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,900 tons, Capt. Andrew, Macao.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Macao.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidomak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiatchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyits, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayesdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Poltava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 60 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Hongkong.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, Hongkong.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Hongkong.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Hongkong.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Bathine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 690 tons, Capt. Loiiel, at Canton.

Decidee, gunboat, 690 tons, Capt. Marcsubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saune, at Amoy.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 6 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Styx, 3rd-class cruiser, 1,800 tons, Captain Vincent, at Hongkong.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Morret, at Taku.

Vipère, gunboat, 400 tons, Captain G. del Villeneuve, at Canton.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Hongkong.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Ensign D. W. Knox, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Hongkong.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nanshan, U.S. collier, Ensign F. E. Ridgely, at Hongkong.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

Newark, U.S. cruiser, 4,600 tons, Comdr. McCalla, at Hongkong.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., en route Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hongkong.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, Taku.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, Hongkong.

Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain ———,—Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, D. Bowie,—Kwong Wang Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Kwai Lum, British steamer,—Kai Hing & Co.

Lil, American lorcha.

Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:—

For Canton—Per *Hankow*, to-morrow, the 16th instant, at 7.30 A.M.

For Hoihow, Singapore and Bangkok—Per *Loosok*, to-morrow, the 16th inst., at 8 A.M.

For Swatow, Amoy and Foochow—Per *Thales*, to-morrow, the 16th inst., at 9 A.M.

For Singapore—Per *Idomeneus*, to-morrow, the 16th instant, at 11 A.M.

For Macao—Per *Heungshan*, to-morrow, the 16th instant, at 1.15 P.M.

For Singapore—Per *Hinsang*, to-morrow, the 16th instant, at 3 P.M.

For Kumchuck and Samshui—Per *Tungkong*, to-morrow, the 16th inst., at 4 P.M.

For Newchwang—Per *Sullberg*, to-morrow, the 16th instant, at 4 P.M.

For Shanghai—Per *Paoting*, to-morrow, the 16th instant, at 4 P.M.

For Takao—Per *Taito Maru*, on Wednesday, the 17th instant, at 5 P.M.

For Canton—Per *Powan*, to-morrow, the 16th instant, at 5 P.M.

For Swatow, Amoy and Anping—Per *Akashi Maru*, to-morrow, the 16th inst., at 5 P.M.

For Europe, &c., India, via Tuticorin—Per *Konig Albert*, on Wednesday, the 17th instant, at 11 A.M.

For Singapore, Colombo and Bombay—Per *Trieste*, on Wednesday, the 17th instant, at 1 P.M.

For Singapore, Penang and Calcutta—Per *Chelydra*, on Thursday, the 18th inst., at 11 A.M.

For Manila—Per *Agamemnon*, on Thursday, the 18th instant, at 11 A.M.

For Manila—Per *Loongsang*, on Friday, the 19th instant, at 3 P.M.

For Foochow—Per *Hunan*, on Friday, the 19th instant, at 4 P.M.

For Yokohama and Kobe—Per *Gisela*, on Saturday, the 20th instant, at 3 P.M.

For Europe, &c., India, via Tuticorin—Per *Octanien*, on Monday, the 22nd instant, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, on Tuesday, the 23rd instant, at 11 A.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Tsinan*, on Tuesday, the 23rd instant, at 4 P.M.

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